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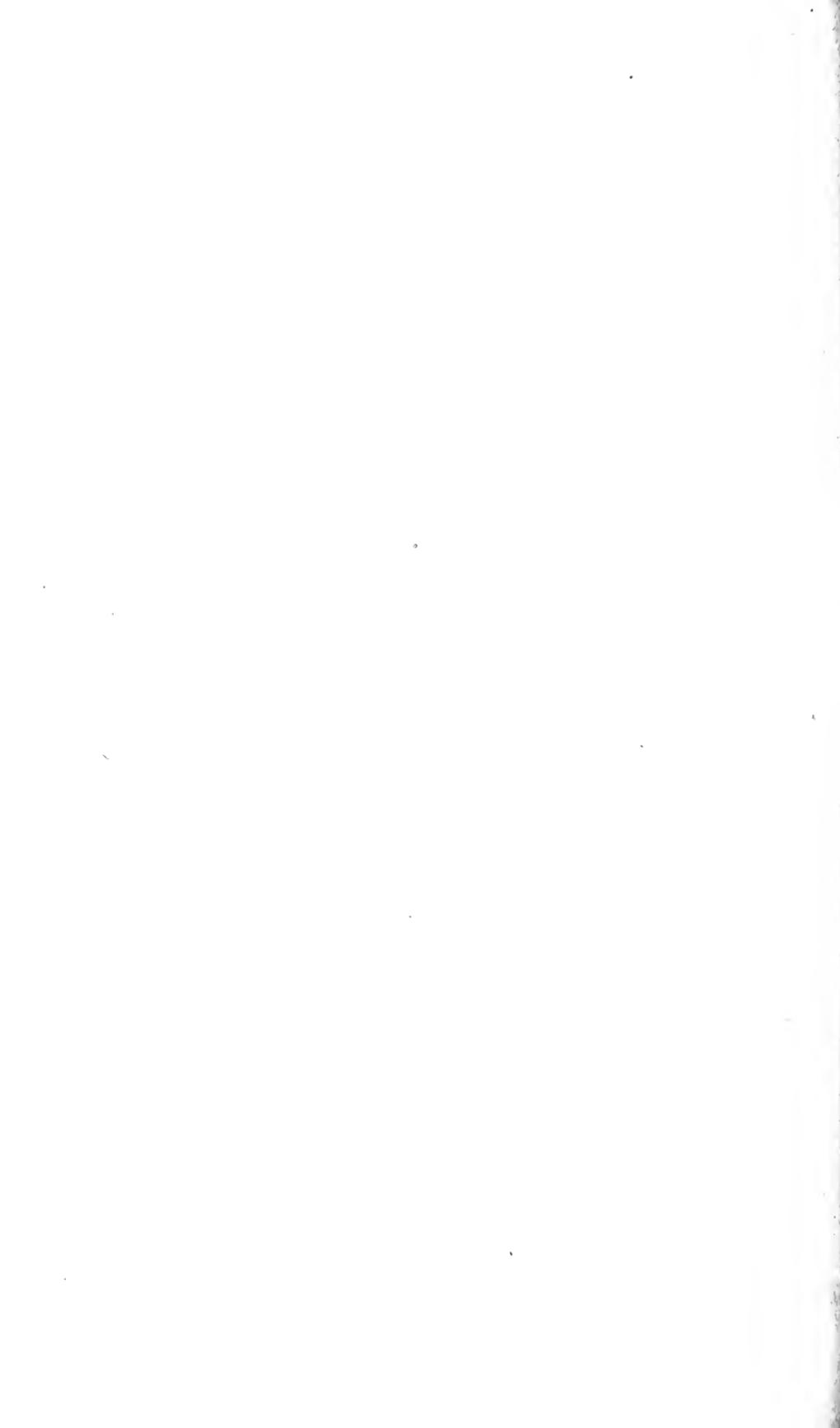


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The Commonwealth of Massachusetts

BUREAU OF STATISTICS

CHARLES F. GETTEMY, Director

LABOR BULLETIN No. 115

(Being Part III of the Annual Report on the Statistics of Labor for 1916)

**RATES OF WAGES AND HOURS OF LABOR**

IN

**STEAM AND ELECTRIC RAILWAY SERVICE  
IN MASSACHUSETTS**



JUNE 1, 1916

BOSTON  
WRIGHT & POTTER PRINTING COMPANY  
STATE PRINTERS  
1916

# ORGANIZATION AND FUNCTIONS OF THE MASSACHUSETTS BUREAU OF STATISTICS

Rooms 250-254 State House, Boston

The Bureau is organized into five permanent divisions: 1. The *Administration Division*, charged with duties supervisory in relation to the several divisions; 2. The *Labor Division*, engaged in the collection and tabulation of statistical and other information relating to matters affecting labor and the condition of the working people, as well as questions of general economic and social interest; 3. The *Manufactures Division*, which collects and tabulates Statistics of Manufactures; 4. The *Municipal Division*, which collects and tabulates Statistics of Municipal Finances, audits municipal accounts and installs accounting systems in cities and towns, and supervises the issuance of town notes; 5. The *Free Employment Offices Division*, embracing the administration of the State Free Employment Offices, of which there are four, located respectively at 8 Kneeland Street, Boston; 47 Water Street, Springfield; 182 Bank Street, Fall River; and 48-52 Green Street, Worcester. During the period of taking and compiling the Census a sixth division, the *Census Division*, is organized.

The functions of the Bureau and the duties of the Director are summarized in Section 1 of Chapter 371 of the Acts of 1909, entitled "An Act to Provide for a Bureau of Statistics," as follows:

SECTION 1. There shall be a Bureau of Statistics, the duties of which shall be to collect, assort, arrange, and publish statistical information relative to the commercial, industrial, social, educational, and sanitary condition of the people, the productive industries of the Commonwealth, and the financial affairs of the cities and towns; to establish and maintain free employment offices . . . ; and to take the Decennial Census of the Commonwealth required by the Constitution and present the results thereof in such manner as the General Court may determine.

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# RATES OF WAGES AND HOURS OF LABOR IN STEAM AND ELECTRIC RAILWAY SERVICE IN MASSACHUSETTS

## INTRODUCTION.

Heretofore information relative to rates of wages and hours of labor in those occupations which are *peculiar* to steam and electric railway service, in that they pertain primarily to the operation of rolling stock, has been included in our Annual Reports on Union Scale of Wages and Hours of Labor.<sup>1</sup> At this time, however, it has been deemed advisable to issue a special report covering more comprehensively the entire railway service in Massachusetts as respects rates of wages and hours of labor, by including, also, a considerable fund of information, previously omitted, having reference to those occupations represented in construction, maintenance, and repair work, most of which are common to other branches of industry such as building, machine, and metal trades.

The information presented in this report was obtained chiefly from printed or typewritten "Rules" or schedules furnished by the officials of the several steam railroad and electric railway companies, and of the several labor organizations concerned.

*Steam Railroads.* The data for the steam railroads are as of the date May 15, 1916, having been brought up to that date in order that the numerous changes which have become effective since the first of the year might be included. The nature of these changes is explained in general notes to matter having reference to the several branches of service and by specific notes to such occupations as were affected by other than the usual increases in rates granted on any single railroad.

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<sup>1</sup> Annual reports of this Bureau having reference to union rates of wages and hours of labor in Massachusetts have been issued during the period 1910 to 1915, the last having been recently issued under the title "Union Scale of Wages and Hours of Labor in Massachusetts, 1915," as Part II of the Annual Report on the Statistics of Labor, 1916, and separately issued as Labor Bulletin No. 114. Special reports on particular industries selected for special study have also been issued from time to time.

Attention should be called to the fact that the rates of pay and hours of labor applicable to steam railroad employees are not confined merely to those portions of the several railroad systems which are within the confines of the Commonwealth, but are applicable likewise throughout the entire systems. Conductors, trainmen, locomotive engineers, and locomotive firemen receive compensation based on mileage covered, but certain minimum rates of wages per hour, day, or month are guaranteed, and it will be observed that the rates of pay and hours of labor applicable to these employees are quite uniform for three of the railroad systems considered. For these occupations and for telegraph operators the hours of labor are regulated by Federal statute. Except in the case of telegraph operators, no recent changes in the rates of wages or hours of labor for employees engaged primarily in the operation of trains have been made, but in other occupations on steam railroads important changes in the rates of wages have occurred on three of the principal railroad systems in the State.

Nearly all of the changes in rates of wages for occupations on Railroads<sup>1</sup> A and B, tabulated in this report, were made during the first four and one-half months of 1916. On Railroad C changes were in process during the Winter of 1915-16, when rates were readjusted, a few were abolished, and several occupations were transferred to similar classifications, to meet new conditions. For this reason it has been almost impossible to state for Railroad C any definite per cent of increase in rates as has been done for the various divisions of service on Railroads A and B. No changes in rates of wages for occupations shown on Railroad D have taken effect since October, 1914; also, on Railroads A and B no changes have been made in rates in *Boston* since that date.

*Street Railways.* In the case of street railways the data are as of the date October 1, 1915, and since that date no general changes either in rates of wages or hours of labor have occurred, although a readjustment of several important wage scales is now under consideration. It will be observed that the motormen and conductors are paid hourly rates of wages, based on length of service, and that this basis of payment has been adopted by all of the street railway companies from which returns have been received, although the rate per hour is by no means uniform for the several companies.

<sup>1</sup> In compiling the information relative to steam railroad employees the Boston and Albany R.R., New York, New Haven and Hartford R.R., Boston and Maine R.R., and the Boston, Revere Beach and Lynn R.R. only were considered; and in the tabular matter (Tables 1-7) each of these four systems is designated by a capital letter, A, B, C, or D, in the order named.

## A. STEAM RAILROAD SERVICE.

TABLE 1. OPERATION OF TRAINS.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES			OVERTIME <sup>1</sup>	EMERGENCY SERVICE <sup>2</sup>			Daily Miles	Daily Hours of Labor
	Mileage Rates	Guar- anteed Daily Rates	Guar- anteed Monthly Rates		Hourly Rates of Wages	One Hour or Less	From One to Five Hours		
<b>Conductors, Trainmen, and Yardmen.</b>									
<i>Baggagemen, Passenger.</i>									
Railroad A, . . . . .	\$0.0165	\$2.75	\$82.50	\$0.275	\$0.275	\$1.375	\$2.75	166	10
Railroad B, . . . . .	.0165	2.75	77.35	.275	—	—	—	166	10
Railroad C, . . . . .	.0165	2.75	77.00	.275	.275	1.375	2.75	166	10
Railroad D, . . . . .	—	—	<sup>3</sup> 16.00	Reg.	—	—	—	—	10
<i>Brakemen, Local Freight, Pick- up and Drop Service.</i>									
Railroads A, B, and C, . . .	.03	3.00	—	Reg.	—	—	—	100	10
<i>Brakemen, Milk Train.</i>									
Railroad A, . . . . .	.0189	3.05	79.30	Reg.	—	—	—	162	10
<i>Brakemen, Passenger.</i>									
Railroad A, . . . . .	.016	2.55	76.50	.255	.255	1.275	2.55	159	10
Railroad B, . . . . .	.016	2.55	72.35	.255	—	—	—	159	10
Railroad C, . . . . .	.016	2.55	71.40	.255	.255	1.275	2.55	159	10
Railroad D, . . . . .	—	—	<sup>3</sup> 14.75	Reg.	—	—	—	—	10
<i>Brakemen, Through and Irregular Freight, etc.</i>									
Railroads A, B, and C, . . .	.0267	—	—	Reg.	—	—	—	100	10
<i>Brakemen, Yard.</i>									
Railroad A, day, . . . . .	{ .33 .35 }	—	—	Reg.	—	—	—	—	10
Railroad A, night, . . . . .	{ .35 .37 }	—	—	Reg.	—	—	—	—	10
Railroad B, day, . . . . .	{ .35 .37 }	—	—	Reg.	—	—	—	—	10
Railroad B, night, . . . . .	{ .37 .39 }	—	—	Reg.	—	—	—	—	10
Railroad B, first trick, . . . . .	—	2.80	—	Reg.	—	—	—	—	8
Railroad B, second trick, . . . . .	—	2.88	—	Reg.	—	—	—	—	8
Railroad B, third trick, . . . . .	—	2.96	—	Reg.	—	—	—	—	8
Railroad C, day, . . . . .	{ .33 .34 .35 }	—	—	Reg.	—	—	—	—	10
Railroad C, night, . . . . .	{ .35 .36 .37 }	—	—	Reg.	—	—	—	—	10
<i>Conductors, Local Freight, Pick- up and Drop Service.</i>									
Railroads A, B, and C, . . .	.045	4.50	—	Reg.	—	—	—	100	10

<sup>1</sup> Overtime is time in excess of 10 hours a day or 100 miles a day, except for extension circuit trips, so-called. Unless otherwise stated in the table it is paid for pro-rata. For extension circuit trips the payment is for not less than one-quarter of a day, for a round trip or fraction thereof. Special conditions apply to employees tied up on runs under the 16-hour law, or 14-hour law. The abbreviation "Reg." signifies regular rate or "pro-rata."

<sup>2</sup> Emergency rates for all employees except as shown in the table are as follows:

On Railroad A the rate for emergency service is one-half day's pay for less than five hours and not less than a day's pay for over five hours.

On Railroad B rate for emergency service of more than 30 minutes and less than two hours is paid on hourly basis, 60 minutes or less to count as one hour; service of less than five hours or less than one-half of daily mileage — rate is one-half day's pay; over five hours or more than one-half daily mileage — rate is full day's pay.

On Railroad C rate for emergency service of 10 miles or less or one hour or less is as for 10 miles; over one hour or over 10 miles but less than five hours or less than 50 miles is as for 50 miles; over five hours or over 50 miles is a day's pay.

<sup>3</sup> Weekly rate.

<sup>4</sup> Hourly rates; paid different rates according to location of yard.

<sup>5</sup> Hourly rate.

TABLE 1. OPERATION OF TRAINS—CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES			OVERTIME Hourly Rates of Wages	EMERGENCY SERVICE			Daily Miles	Daily Hours of Labor
	Mileage Rates	Guar- anteed Daily Rates	Guar- anteed Monthly Rates		One Hour or Less	From One to Five Hours	Over Five Hours		
<b>Conductors, Trainmen, and Yardmen—Con.</b>									
<i>Conductors, Milk Train.</i>									
Railroad A, . . . . .	\$0.029	\$4.50	\$117.00	Reg.	—	—	—	155	10
<i>Conductors, Passenger.</i>									
Railroad A, . . . . .	.029	{ 1 4.25 4.50 135.00	{ 1 110.50 4.50 125.00	{ 80.45 — .45	80.45 — .45	\$2.25 — 2.25	\$4.50 — 4.50	155 155 155	10 10 10
Railroad B, . . . . .	.029	4.50	125.00						
Railroad C, . . . . .	.029	4.50	126.00						
Railroad D, . . . . .	—	—	2 24.00	Reg.	—	—	—	—	10
<i>Conductors, Through and Irregular Freight.</i>									
Railroads A, B, and C, . . .	.04	—	—	Reg.	—	—	—	100	10
<i>Conductors, Yard.</i>									
Railroad A, day, . . . . .	{ 3.36 .38	—	—	Reg.	—	—	—	—	10
Railroad A, night, . . . . .	{ 3.38 .40	—	—	Reg.	—	—	—	—	10
Railroad B, day, . . . . .	{ 4.38 .40	—	—	Reg.	—	—	—	—	10
Railroad B, night, . . . . .	{ 4.40 —	—	—	Reg.	—	—	—	—	10
Railroad B, first trick, . . . . .	—	3.04	—	Reg.	—	—	—	—	8
Railroad B, second trick, . . . . .	—	3.12	—	Reg.	—	—	—	—	8
Railroad B, third trick, . . . . .	—	3.20	—	Reg.	—	—	—	—	8
Railroad C, day, . . . . .	{ 3.36 .37 .38	—	—	Reg.	—	—	—	—	10
Railroad C, night, . . . . .	{ 3.38 .39 .40	—	—	Reg.	—	—	—	—	10
<i>Conductors, Assistant, Passenger.</i>									
Railroad A, . . . . .	.023	3.57	106.60	.357	.357	1.785	3.57	155	10
Railroad B, . . . . .	.023	3.57	100.00	.357	—	—	—	155	10
Railroad C, . . . . .	.023	3.57	100.00	.357	.357	1.785	3.57	155	10
<i>Flagmen or Rear Trainmen, Local Freight, Pick-up and Drop Service.</i>									
Railroads A, B, and C, . . . .	.03	3.00	—	Reg.	—	—	—	100	10
<i>Flagmen or Rear Trainmen, Milk Train.</i>									
Railroad A, . . . . .	.0193	3.05	79.30	Reg.	—	—	—	155	10
<i>Flagmen or Rear Trainmen, Passenger.</i>									
Railroad A, . . . . .	.016	2.60	78.00	.26	.26	1.30	2.60	162	10
Railroad B, . . . . .	.016	2.60	72.35	.26	—	—	—	162	10
Railroad C, . . . . .	.016	2.60	72.80	.26	.26	1.30	2.60	162	10
<i>Flagmen or Rear Trainmen, Through and Irregular Freight.</i>									
Railroads A, B, and C, . . . .	.0267	—	—	Reg.	—	—	—	100	10

<sup>1</sup> On one branch receive the smaller rate.<sup>2</sup> Weekly rate.<sup>3</sup> Hourly rates; paid different rates according to location of yard.<sup>4</sup> Hourly rate.

TABLE 1. OPERATION OF TRAINS — CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES			Daily Miles	Daily Hours of Labor		
	Per Day	OVERTIME <sup>1</sup>					
		Hour	Mileage Rate (pro rata over 100 miles)				
<b>Engineers, Locomotive.</b>							
<i>Local Freight.</i>							
Railroad A, . . . . .	{ <sup>2</sup> \$5.00 2 5.10	—	\$0.05 .051	100	—		
Railroad B, . . . . .	5.00	Reg.	.05	100	10		
Railroad C, . . . . .	5.00	\$0.667	.0667	75	10		
<i>Local Passenger.</i>							
Railroads B and C, . . . . .	4.25	.50	.0425	100	10		
Railroad C (consolidation engine), . . . . .	4.75	Reg.	.0475	100	10		
Railroad D, . . . . .	<sup>3</sup> 25.50	Reg.	—	—	10		
<i>Mallet Type Engines.</i>							
Railroad A, . . . . .	5.85	Reg.	.0585	100	10		
<i>Milk Trains.</i>							
Railroad A, . . . . .	{ <sup>2</sup> 4.75 2 4.85	Reg.	.0475 .0485	100	10		
Railroad B, . . . . .	4.75	Reg.	.0475	100	10		
<i>Switching.</i>							
Railroad A, . . . . .	4.11	Reg.	—	—	10		
Railroads B and C, . . . . .	4.10	Reg.	—	—	10		
Railroad C (consolidation engine), . . . . .	4.75	Reg.	—	—	10		
Railroad D, . . . . .	<sup>3</sup> 24.60	Reg.	—	—	<sup>4</sup> 9		
<i>Through Freight.</i>							
Railroad A, . . . . .	{ <sup>2</sup> 4.75 2 4.85	Reg.	.0475 .0485	100	10		
Railroads B and C, . . . . .	4.75	Reg.	.0475	100	10		
<i>Through Passenger.</i>							
Railroads A, B, and C, . . . . .	4.25	.50	.0425	100	5		

<sup>1</sup> Rates shown do not include rates paid for emergency service, so-called, or special rates for certain duties. On Railroad A engineers in train service when resuming duty on continuous trips, after having been tied up under the law governing hours, are paid from tie-up point to terminal on following basis: For 50 miles or less, or 5 hours or less, payment is for 50 miles; for more than 50 miles or over 5 hours, payment is for 100 miles. Engineers of road freight trains, when required in emergency to go with stock to certain yards, are allowed a minimum road rate of 2 hours after arrival at yard. If time exceeds 2 hours they are allowed 3 hours' pay; if it exceeds 3 hours, 4 hours' pay, etc. Engineers in switching service receive road rates for work in certain yards.

On Railroad C, emergency service (extra work required between regular laid-out day trips or before registering off duty) payment for 10 miles is allowed for less than 10 miles, or less than one hour's work; payment for 50 miles is allowed for over 10 miles and less than 50 miles, or for over one hour and less than 5 hours; a day's pay is allowed for 50 miles or over, or for 5 hours or over. For emergency service in making locomotive repairs, payment is for one hour when employed less than an hour; 5 hours for over one hour but less than 5 hours, and one day's pay for over 5 hours and up to 10 hours. Passenger engineers who are required to heat trains, who repair engines at points where no men are employed for the purpose, or perform other extra service for which extra time is agreed to be paid, are paid 50 cents an hour. In switching service 29 minutes or less are not counted in paying overtime. For over 29 minutes payment is for one hour; for over one hour and less than 5 hours, payment is for 5 hours; for 5 hours or over, one day's pay.

<sup>2</sup> Rates paid according to class of engine.

<sup>3</sup> Weekly rate.

<sup>4</sup> First 5 days, 9 hours; 53 hours a week.

TABLE 1. OPERATION OF TRAINS—CONCLUDED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES			Daily Miles	Daily Hours of Labor		
	Per Day	OVERTIME <sup>1</sup>					
		Hour	Mileage Rate (pro rata over 100 miles)				
<b>Firemen, Locomotive.<sup>2</sup></b>							
<i>Freight, Local.</i>							
Railroads A, B, and C:							
Less than 80,000 pounds, . . . . .	\$2.90	Reg.	\$0.029	100	10		
80,000 to 100,000 pounds, . . . . .	3.00	Reg.	.03	100	10		
100,000 to 140,000 pounds, . . . . .	3.15	Reg.	.0315	100	10		
140,000 to 170,000 pounds, . . . . .	3.25	Reg.	.0325	100	10		
170,000 to 200,000 pounds, . . . . .	3.35	Reg.	.0335	100	10		
200,000 to 250,000 pounds, . . . . .	3.45	Reg.	.0345	100	10		
250,000 to 300,000 pounds, . . . . .	3.70	Reg.	.037	100	10		
Over 300,000 pounds, . . . . .	4.15	Reg.	.0415	100	10		
Mallet engines (regardless of weight), . . . . .	4.15	Reg.	.0415	100	10		
Two firemen on locomotive.							
100,000 to 250,000 pounds, . . . . .	2.90	Reg.	.029	100	10		
Over 250,000 pounds, . . . . .	3.15	Reg.	.0315	100	10		
<i>Freight, Through.</i>							
Railroads A, B, and C:							
Less than 80,000 pounds, . . . . .	2.75	Reg.	.0275	100	10		
80,000 to 100,000 pounds, . . . . .	2.85	Reg.	.0285	100	10		
100,000 to 140,000 pounds, . . . . .	3.00	Reg.	.03	100	10		
140,000 to 170,000 pounds, . . . . .	3.10	Reg.	.031	100	10		
170,000 to 200,000 pounds, . . . . .	3.20	Reg.	.032	100	10		
200,000 to 250,000 pounds, . . . . .	3.30	Reg.	.033	100	10		
250,000 to 300,000 pounds, . . . . .	3.55	Reg.	.0355	100	10		
Over 300,000 pounds, . . . . .	4.00	Reg.	.04	100	10		
Mallet engines (regardless of weight), . . . . .	4.00	Reg.	.04	100	10		
Two firemen on locomotive.							
100,000 to 250,000 pounds, . . . . .	2.75	Reg.	.0275	100	10		
Over 250,000 pounds, . . . . .	3.00	Reg.	.03	100	10		
<i>Passenger.</i>							
Railroad D, . . . . .	<sup>3</sup> 15.75	Reg.	—	—	10		
<i>Passenger, Through.<sup>4</sup></i>							
Railroads A, B, and C:							
Less than 80,000 pounds, . . . . .	2.45	.30	.0245	100	5		
80,000 to 100,000 pounds, . . . . .	2.50	.30	.025	100	5		
100,000 to 140,000 pounds, . . . . .	2.60	.30	.026	100	5		
140,000 to 170,000 pounds, . . . . .	2.70	.30	.027	100	5		
170,000 to 200,000 pounds, . . . . .	2.85	.30	.0285	100	5		
200,000 to 250,000 pounds, . . . . .	3.00	.30	.03	100	5		
250,000 to 300,000 pounds, . . . . .	3.20	.30	.032	100	5		
300,000 to 350,000 pounds, . . . . .	3.40	.30	.034	100	5		
Over 350,000 pounds, . . . . .	3.60	.30	.036	100	5		
Mallet engines (regardless of weight), . . . . .	4.00	.30	.04	100	5		
<i>Switching.</i>							
Railroads A, B, and C:							
Less than 140,000 pounds, . . . . .	2.50	Reg.	.025	100	10		
140,000 pounds and over, . . . . .	2.60	Reg.	.026	100	10		
Mallet engines (regardless of weight), . . . . .	4.00	Reg.	.04	100	10		
Consolidation type engines, 70 tons and over, . . . . .	2.90	Reg.	.029	100	10		
Railroad D, . . . . .	<sup>3</sup> 14.55	Reg.	—	—	<sup>5</sup> 9		
<i>Hostlers.</i>							
Railroads A, B, and C:							
Hostlers, . . . . .	2.40	Reg.	—	—	10		
Hostlers handling engines between passenger stations, and roundhouses or yards or on main tracks, . . . . .	3.25	Reg.	—	—	10		
Assistants in above work, . . . . .	2.50	Reg.	—	—	10		

<sup>1</sup> For emergency service, or certain special duties, rates are practically the same as in the case of engineers.<sup>2</sup> Classified by weight of locomotives in pounds on drivers.<sup>3</sup> Weekly rate.<sup>4</sup> Same rates of wages apply for same type of engines in local (or "turn-around") passenger service, but hours are 8 in 12 a day.<sup>5</sup> First 5 days, 9 hours; 53 hours a week.

TABLE 2. SIGNAL MAINTENANCE SERVICE.<sup>1</sup>

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER DAY (Paid according to class of service, priority of service, or local conditions)	HOURS OF LABOR <sup>2</sup>		
		DAY		Week
		Mon- day to Friday	Satur- day	
<b>Blacksmiths.</b>				
Railroad B, . . . . .	\$2.95	10	8	58
<b>Clerks.</b>				
Railroad C, . . . . .	<sup>3</sup> 1.25-23.00	8	5	45
<b>Draftsmen.</b>				
Railroad C, . . . . .	<sup>3</sup> 2.25-20.00	8	5	45
<b>Electricians.</b>				
Railroad A (interlocking), . . . . .	2.62½	10	10	60
Railroad A (linemen, chief), . . . . .	2.85½	10	10	60
Railroad A (linemen, telephone), . . . . .	2.75	10	10	70
Railroad B (linemen), . . . . .	2.90	10	8	58
Railroad C (linemen, tower), . . . . .	2.92	10	10	70
Railroad A (wiremen, chief, signal), . . . . .	3.37, 3.09	10	10	70
Railroad D (first class), . . . . .	<sup>4</sup> 16.50	9	8	53
Railroad D (second class), . . . . .	<sup>4</sup> 15.00	9	8	53
<b>Foremen.</b>				
Railroad B, <sup>4</sup> . . . . .	24.00, 23.00	10	10	60
Railroad C, . . . . .	3.25-3.45	10	10	70
Railroad C (electrical), . . . . .	3.25-3.50	10	10	70
Railroad B (general), . . . . .	<sup>4</sup> 28.80	10	10	60
Railroad C (general), . . . . .	<sup>4</sup> 26.45	10	10	70
Railroad A (interlocking), . . . . .	3.37	10	10	70
Railroad B (line), . . . . .	<sup>4</sup> 22.00	10	10	60
Railroad A (signal), . . . . .	3.37	10	10	70
Railroad C (tower), . . . . .	3.37-4.42	10	10	70
Railroad D, . . . . .	<sup>4</sup> 18.00	9	8	53
<b>Foremen, Assistant.</b>				
Railroad B, . . . . .	<sup>4</sup> 22.00	10	10	60
Railroad C, . . . . .	3.00-3.15	10	10	70
Railroad A (interlocking), . . . . .	3.25½	10	10	70
Railroad A (signal), . . . . .	3.09	10	10	70
<b>Groundmen.</b>				
Railroad B, . . . . .	2.10	10	8	58

<sup>1</sup> On Railroad A rates of wages in this department were increased, on April 1, 1916, five per cent over rates in effect in January, 1915.

On Railroads B and D no changes in rates of wages have taken effect since January, 1915.

On Railroad C rates were adjusted during the Winter of 1915-16. The most usual increases were 15, 17, and 25 cents a day. For comparison with rates in effect in January, 1915, see Table 16 on page 91 of Labor Bulletin No. 107 (*Union Scale of Wages and Hours of Labor, 1914*).

<sup>2</sup> Overtime rates are as follows:

*Railroad A.* — Regular maintenance men having large plants or sections are paid for 7 days a week but work only 8 hours on Sunday. Construction men work 6 days a week and are paid time and one-half for all overtime. When regular maintenance men work with construction men on Sundays, during extensive repairs, they receive time and one-half.

*Railroad B.* — Time and one-quarter is paid for overtime on Sundays, July Fourth, Labor Day, Thanksgiving Day, and Christmas Day up to 6 P.M.; time and one-half thereafter. On other days regular rate is paid up to 8 P.M.; and time and one-half thereafter. When called out at night, time and one-half is paid.

*Railroad C.* — Regular maintenance men are paid time and one-half for all emergency work due to conditions over which they have no control, such as accidents, breakages, or climatic conditions. Construction men are paid time and one-half for all overtime.

*Railroad D.* — Overtime is paid for as time and one-half.

<sup>3</sup> Minimum daily rate and maximum weekly rate.

<sup>4</sup> Per week.

TABLE 2. SIGNAL MAINTENANCE SERVICE—CONCLUDED.

BRANCHES OF SERVICE AND OCCUPATIONS.	(Paid according to class of service, priority of service, or local conditions)	RATE OF WAGES PER DAY		HOURS OF LABOR		
		DAY		Monday to Friday	Saturday	
		Week				
<b>Helpers.</b>						
Railroad B,	\$2.40, 2.10, 1.85	10	8	58		
Railroad C (general),	2.10	10	10	60		
Railroad A,	2.10, 1.83 $\frac{3}{4}$	10	10	70		
Railroad A (mechanical and electric),	2.36 $\frac{1}{4}$	10	10	60		
Railroad C (tower),	2.42	8	8	56		
<b>Laborers.</b>						
Railroad C,	1.85, 1.70	10	10	60		
<b>Lampmen, Tower.</b>						
Railroad C,	2.02	10	10	70		
<b>Machinists, Signal.</b>						
Railroad A,	3.41 $\frac{1}{4}$	10	10	70		
<b>Maintainers.</b>						
Railroad A,	2.99 $\frac{1}{4}$	10	10	70		
Railroad A (interlocking),	2.78 $\frac{1}{4}$	12	12	184		
Railroads A and B (Boston Terminal Division),	2.00-3.25	8	8	56		
<b>Maintainers, Assistant.</b>						
Railroad A,	2.67 $\frac{3}{4}$	10	10	70		
<b>Mechanics.</b>						
Railroad A (interlocking),	3.09	10	10	60		
Railroad A (signal),	2.80 $\frac{1}{4}$	10	10	60		
<b>Painters, Tower.</b>						
Railroad C,	2.67	9	9	54		
<b>Repairmen.</b>						
Railroad B,	3.20, 2.95, 2.70	10	8	58		
Railroad C (tower),	3.42	9	9	54		
<b>Signalmen.</b>						
Railroad C,	2.40	10	8	58		
Railroad C (general),	2.65	10	8	58		
Railroad C (Universal),	3.15, 2.90	10	8	58		
<b>Switchfitters.</b>						
Railroad B (chief),	3.20	10	8	58		
Railroad B,	2.95, 2.70	10	8	58		
<b>Switchmen (Groundmen).</b>						
Railroads A and B (Boston Terminal Division),	2.88, 2.80, 2.72	8	8	56		

<sup>1</sup> One day off, alternate weeks, with pay.

TABLE 3. STATION AND FERRY SERVICE.<sup>1</sup>

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER DAY		HOURS OF LABOR	
	(Paid according to class of service, priority of service, and conditions in different locations in State)		Day	Week
<b>Baggagemasters.<sup>2</sup></b>				
Railroads A and B (Boston), . . .	\$25.00, 23.00		10	70
Railroad C (Boston), . . .	3.40		—	—
Railroad C (track, Boston), . . .	2.80		—	—
Railroad D (Boston), <sup>3</sup> . . .	15.00, 13.50, 12.50		—	—
Railroad D (way stations), . . .	<sup>3</sup> 11.00		—	—
<b>Baggagemasters, Assistant.<sup>2</sup></b>				
Railroads A and B (foremen, Boston), . .	2.90		10	{ 60 70
Railroads A and B (assistant foremen, Bos- ton), . . .	2.50		10	{ 60 70
Railroad C (Boston), . . .	3.20		—	—
<b>Baggagemen.<sup>2</sup></b>				
Railroads A and B (Boston), . . .	2.15, 2.00, 1.90, 1.75, 1.60			
Railroad C (Boston), . . .	2.30, 2.15, 2.00, 1.90, 1.75			
<b>Baggagemen (Boardmen and Valise Room Men).<sup>2</sup></b>				
Railroads A and B (Boston), . . .	2.25		10	{ 60 70
Railroad C (Boston), . . .	2.65		—	—
<b>Baggagemen (Checkmen).</b>				
Railroad A (outside of Boston), . . .	4 2.53		10	60
Railroads A and B (Boston), <sup>2</sup> . . .	2.50		10	{ 60 70
Railroad C (Boston), <sup>2</sup> . . .	2.65		—	—
<b>Baggagemen (Floormen).<sup>2</sup></b>				
Railroad C (Boston), . . .	2.45		—	—
<b>Baggagemen (Parcel Clerks).<sup>2</sup></b>				
Railroads A and B (Boston), . . .	2.00		10	{ 60 70
<b>Baggagemen (Porters).</b>				
Railroads A and B (Boston), . . .	2.10, 1.95, 1.75, 1.60		10	{ 60 70
Railroad D, <sup>3</sup> . . .	11.00, 10.50		9	53
<b>Baggagemen (Shippers).</b>				
Railroad A (outside of Boston), . . .	4 2.29		10	60
Railroads A and B (Boston), <sup>2</sup> . . .	2.50		10	{ 60 70
Railroad C (Boston), <sup>2</sup> . . .	2.75		—	—
<b>Baggagemen (Tube Room).<sup>2</sup></b>				
Railroad C (Boston), . . .	2.55		—	—
<b>Cashiers and Operators.</b>				
Railroad C, . . .	2.75, 2.45		—	—

<sup>1</sup> In Station and Ferry Service no changes in rates of wages on Railroads A and B, in Boston, have become effective since January, 1915. Outside of Boston certain rates on Railroad A were increased 5 per cent on March 15, or April 1, 1916, over rates in effect in January, 1915, and on Railroad A, also, rates for clerks, station and ticket agents, and telegraph operators were increased 6 per cent on February 19, 1916, over rates in effect in January, 1915. On Railroad B rates for freight house stevedores and laborers (outside of Boston) were increased 10 cents a day on October 30, 1915, over rates in effect in January, 1915. On Railroads C and D no changes have become effective since January, 1915.

<sup>2</sup> Rates shown are for Boston Terminal Stations only. Rates in other stations in the State are usually lower except where there is an unusual amount of business or traffic.

<sup>3</sup> Per week.

<sup>4</sup> This rate became effective on March 15, 1916, and is an increase of 5 per cent over rate in effect in January, 1915.

TABLE 3. STATION AND FERRY SERVICE — CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER DAY		HOURS OF LABOR	
	(Paid according to class of service, priority of service, and conditions in different locations in State)		Day	Week
<b>Cleaners.</b>				
Railroads A and B (Boston), . . . . .	\$1.85, 1.60		10	70
Railroads A and B (Boston), . . . . .	1.75		{ 9	63
Railroad C, . . . . .	.50-2.25		10	70
			-	-
<b>Clerks.</b>				
Railroad A, . . . . .	12.17		9	-
Railroad B, . . . . .	2.12, 2.05		9	-
Railroad C, . . . . .	2.12		9	-
<b>Clerks and Operators.</b>				
Railroad B, <sup>2</sup> . . . . .	18.00, 17.50, 17.30, 16.95, 16.50, 16.00		8	-
Railroad B, <sup>2</sup> . . . . .	18.50, 18.00, 17.25, 17.15, 17.00, 16.75, 16.50, 16.00, 15.75, 15.50, 15.00		9	-
Railroad B, <sup>2</sup> . . . . .	18.50, 16.00, 14.00		10	-
Railroad B, <sup>2</sup> . . . . .	19.00, 18.50, 17.50, 17.15, 17.00, 16.50, 16.00, 15.70, 15.50, 15.00, 14.50, 14.00		12	-
Railroad C, . . . . .	2.85, 2.70, 2.60, 2.55, 2.50, 2.45, 2.41 <sup>2</sup> 3, 2.40, 2.35, 2.30, 2.25, 2.20, 2.15, 1.25		-	-
<b>Coal Handlers.</b>				
Railroad D, . . . . .	2 11.40		9	53
<b>Crossing Tenders and Gatemen.</b>				
Railroads A and B (Boston), . . . . .	2.50		9	63
Railroad C, . . . . .	1.70-2.15		-	-
Railroad D, . . . . .	2 11.50		9	53
<b>Deck Hands.</b>				
Railroad D (1st class), . . . . .	2 14.50		9	53
Railroad D (2nd class), . . . . .	2 14.00		9	53
<b>Drop Tenders.</b>				
Railroad D, . . . . .	2 15.00		-	-
<b>Elevatormen, Passenger.<sup>3</sup></b>				
Railroads A and B (Boston), . . . . .	1.75, 1.50		10	70
<b>Engineers, Marine.</b>				
Railroad D, . . . . .	2 25.50		9	53
<b>Firemen.</b>				
Railroad D, . . . . .	2 15.45		9	53
<b>Freight Agents.</b>				
Railroad B, . . . . .	2 18.75		9	-
Railroad B, <sup>2</sup> . . . . .	23.10, 21.00, 19.00, 18.00, 17.00		12	-
Railroad C, . . . . .	2 26.26		-	-
<b>Freight Agents and Operators.</b>				
Railroad B, <sup>2</sup> . . . . .	25.00, 24.00, 22.00, 20.00		12	-
Railroad C, . . . . .	3.40		-	-
<b>Freight Checkers.</b>				
Railroad A (Boston), . . . . .	2.75		10	60
Railroad A (outside of Boston), . . . . .	2.53		10	60
Railroad B (Boston), . . . . .	2.65		10	60
Railroad C (Boston), . . . . .	2.67		10	60
Railroad C (outside of Boston), . . . . .	2.30		10	60

<sup>1</sup> This rate became effective on February 19, 1916, and constitutes an increase of 6 per cent over rate in effect in January, 1915.

<sup>2</sup> Per week.

<sup>3</sup> Rates shown are for Boston Terminal Stations only. Rates in other stations in the State are usually lower except where there is an unusual amount of business or traffic.

<sup>4</sup> This rate became effective on March 15, 1916, and is an increase of 5 per cent over rate in effect in January, 1915.

TABLE 3. STATION AND FERRY SERVICE — CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER DAY (Paid according to class of service, priority of service, and conditions in different locations in State)	HOURS OF LABOR	
		Day	Week
<b>Freight Deliverers.</b>			
Railroads A and B (Boston), <sup>1</sup>	\$2.45	10	-
Railroad A (outside of Boston),	2.29	10	60
Railroad C (Boston), <sup>1</sup>	2.67	10	-
Railroad C (outside of Boston),	2.15	10	60
<b>Freight Handlers.<sup>1</sup></b>			
Railroads A, B, and C (Boston),	2.30, <sup>2</sup> 1.75	10	-
Railroad C (longshoremen, Boston),	2.30, 2.20	{ 9 10	-
<b>Freight House Stevedores and Laborers.</b>			
Railroad A (outside of Boston):			
Loaders and stevedores,	3 2.23	10	60
Truckers,	3 2.05	10	60
Railroad B (outside of Boston),	2.00, 1.95, 1.85, 1.80, 1.70	10	60
Railroad C (outside of Boston),	1.95, <sup>2</sup> 1.70	10	60
<b>Freight Receivers.</b>			
Railroads A and C (Boston), <sup>1</sup>	2.67	10	60
Railroad A (outside of Boston),	2.29	10	60
Railroad B (Boston), <sup>1</sup>	2.55	10	60
Railroad C (outside of Boston),	2.15	10	60
<b>Guides.<sup>1</sup></b>			
Railroads A and B (Boston),	2.50	9	63
<b>Mail Carriers.</b>			
Railroad C,	1.65-1.90	-	-
<b>Matrons.</b>			
Railroad D,	4 8.25	8	48
<b>Night Men.</b>			
Railroad C,	.55-1.70	-	-
<b>Oilers, Ferry.</b>			
Railroad D,	4 10.50	9	53
<b>Pilots.</b>			
Railroad D,	4 27.00	9	53
<b>Station Agents.</b>			
Railroad A,	5 3.74, 3.40, 3.18, 3.13, 2.92, 2.83, 2.65, 2.55, 2.54, 2.49, 2.45, 2.39, 2.27, 2.17, 2.12, 1.98, 1.96, 1.91, 1.86, 1.82, 1.80, 1.70	{ 9- 13	63- 91
Railroad A (relief),	5 3.49	-	-
Railroad B, <sup>4</sup>	26.00, 25.00, 23.10, 22.50, 21.00, 20.50, 20.00, 19.00, 18.50, 18.00, 17.50, 17.00, 16.50, 16.00, 15.50, 15.25, 15.00, 14.50, 14.00, 13.50, 13.25, 13.00, 12.00, 11.25, 11.00, 10.50, 10.00, 9.00, 8.50	12	-
Railroad B (relief),	4 23.10	-	-
Railroad C,	3.75, 3.70, 3.55, 3.54, 3.50, 3.45, 3.35, 3.30, 3.25, 3.20, 3.15, 3.10, 3.00, 2.95, 2.90, 2.75, 2.65, 2.55, 2.50, 2.45, 2.40, 2.35, 2.30, 2.20, 2.15, 2.10, 2.05, 2.00, 1.90	-	-
Railroad D,	4 23.00	9	53

<sup>1</sup> Rates shown are for Boston Terminal Stations only. Rates in other stations in the State are usually lower except where there is an unusual amount of business or traffic.

<sup>2</sup> Lower rate for first three months; thereafter the higher rate is paid.

<sup>3</sup> This rate became effective on April 1, 1916, and constitutes an increase of 5 per cent over rate in effect in January, 1915.

<sup>4</sup> Per week.

<sup>5</sup> These rates became effective on February 19, 1916, and constitute an increase of 6 per cent over rates in effect in January, 1915.

TABLE 3. STATION AND FERRY SERVICE—CONCLUDED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER DAY	HOURS OF LABOR	
	(Paid according to class of service, priority of service, and conditions in different locations in State)	Day	Week
<b>Station Agents and Operators.</b>			
Railroad B, <sup>1</sup> . . . . .	\$21.00, 17.50, 17.00, 16.50	9	-
Railroad B, <sup>1</sup> . . . . .	23.10, 22.50, 22.00, 21.00, 19.50, 19.00, 18.50, 18.00, 17.50, 17.00, 16.50, 16.30, 16.25, 16.00, 15.50, 15.00	12	-
Railroad B (relief), . . . . .	<sup>1</sup> 23.10	-	-
Railroad C, . . . . .	3.75, 3.60, 3.50, 3.45, 3.40, 3.25, 3.20, 3.15, 3.05, 3.00, 2.95, 2.90, 2.85, 2.80, 2.75, 2.70, 2.65, 2.60, 2.55, 2.50, 2.45, 2.40, 2.35, 2.30, 2.25, 2.20, 2.15, 2.10	-	-
<b>Station Agents and Operators, Assistant.</b>			
Railroad B, . . . . .	<sup>1</sup> 16.00	9	-
Railroad B, . . . . .	<sup>1</sup> 19.00	12	-
Railroad C, . . . . .	2.50	-	-
<b>Telegraph Operators.<sup>2</sup></b>			
Railroad A, <sup>3</sup> . . . . .	3.02, 2.99, 2.76, 2.65, 2.55, 2.49, 2.44, 2.39, 2.33, 2.27, 2.12	-	-
Railroad B, <sup>1</sup> . . . . .	21.00, 17.50, 16.50	8	-
Railroad B, . . . . .	<sup>1</sup> 15.25	10	-
Railroad B, . . . . .	<sup>1</sup> 13.65	12	-
Railroad C, <sup>4</sup> . . . . .	3.05, 3.00, 2.70, 2.65, 2.55, 2.50, 2.45, 2.40, 2.35, 2.30, 2.25, 2.20, 2.15	-	-
<b>Ticket Agents.</b>			
Railroads A and B (Boston), <sup>1</sup> . . . . .	25.00, 23.00, 21.00, 19.25, 17.30, 15.00, 13.85	9	63
Railroad A, <sup>5</sup> . . . . .	25.18, 23.32, 20.14, 19.61	12	-
Railroad C, . . . . .	2.90, 2.70, 2.65, 2.45	-	-
Railroad D, <sup>1</sup> . . . . .	21.00, 17.00, 14.50, 13.50, 13.00, 12.00	-	-
<b>Ticket Agents, Assistant.</b>			
Railroad C, . . . . .	2.35	-	-
<b>Ticket Agents and Operators.</b>			
Railroad B, <sup>1</sup> . . . . .	17.75, 17.50, 17.25, 16.00	9	-
Railroad B, <sup>1</sup> . . . . .	22.00, 20.50, 18.50, 18.00, 17.50, 16.50, 16.00, 15.00	12	-
Railroad C, . . . . .	3.00, 2.90, 2.75, 2.70, 2.65, 2.60, 2.40, 2.35, 1.40	-	-
<b>Ticket Agents and Operators, Assistant.</b>			
Railroad C, . . . . .	2.70, 2.65, 2.45, 2.40, 2.30, 2.25, 2.20, 2.15, 2.10	-	-
<b>Ticket Clerks.</b>			
Railroad B, . . . . .	<sup>1</sup> 16.50	9	-
<b>Ticket Clerks and Operators.</b>			
Railroad B, <sup>1</sup> . . . . .	18.00, 17.50, 17.00, 16.00, 15.75	9	-
Railroad B, <sup>1</sup> . . . . .	<sup>1</sup> 16.00	10	-
Railroad B, <sup>1</sup> . . . . .	17.00, 16.50, 14.00	12	-
<b>Watchmen.</b>			
Railroad C, . . . . .	1.25-3.00	-	-

<sup>1</sup> Per week.<sup>2</sup> In many cases telegraph operators work in 3 tricks of 8 hours each; in a few cases 2 tricks of 12 hours each or 4 tricks of 6 hours each. Rates paid employees in a specific group of tricks are not always uniform.<sup>3</sup> These rates became effective on February 19, 1916, and constitute an increase of 6 per cent over rates in effect in January, 1915.<sup>4</sup> Also one weekly rate of \$20.25 for 6 days.<sup>5</sup> Weekly rates; became effective on February 19, 1916, and constitute an increase of 6 per cent over rates in effect in January, 1915.

TABLE 4. SWITCH TOWER SERVICE.<sup>1</sup>

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER WEEK (Paid according to class of service, priority of service, or conditions in different locations in State)	Daily Hours of Labor. <sup>2</sup>
<b>Agents, Operators and Towermen.</b>		
Railroad B, . . . . .	\$18.25, 17.80	9
Railroad B, . . . . .	17.00	12
<b>Announcers.</b>		
Boston (Terminal Division), <sup>3</sup> . . . . .	2.50, 2.45, 2.20	8
<b>Car Distributors.</b>		
Railroad B, . . . . .	24.50	—
<b>Clerks, Operators, and Towermen.</b>		
Railroad B, . . . . .	17.30	9
<b>Levermen or Helpers.</b>		
Boston (Terminal Division), . . . . .	33.55	8
Railroad A, <sup>1</sup> . . . . .	32.76, <sup>3</sup> 2.61	8
Railroad B, . . . . .	19.35, 19.25, 18.10, 17.60, <sup>4</sup> 16.50, <sup>4</sup> 16.25, <sup>4</sup> 15.30	8
Railroad C, <sup>3</sup> . . . . .	3.67, 3.37, 3.27, 3.22, 2.82, 2.77	8
Railroad C (relief), . . . . .	32.92	8
<b>Levermen, Head.</b>		
Railroad B, . . . . .	20.00	8
<b>Sheetmen.</b>		
Railroad C, . . . . .	32.92	8
Railroad C (Terminal, clerks and sheetmen), . . . . .	33.02	8
<b>Switchmen.</b>		
Railroad A (groundmen), <sup>1</sup> . . . . .	<sup>3</sup> 2.49	12
<b>Switchmen and Telegraph Operators.</b>		
Railroad B, . . . . .	16.50	12
Railroad C, . . . . .	32.35	12
Railroad C (day), <sup>3</sup> . . . . .	2.25, 2.20	12
Railroad C (night), <sup>3</sup> . . . . .	2.40, 2.20	12
<b>Telephone Operators.</b>		
Boston (Terminal Division), . . . . .	<sup>3</sup> 2.70	8
<b>Tower Directors.</b>		
Boston (Terminal Division), . . . . .	<sup>3</sup> 4.35	8
Railroad B, . . . . .	24.50	8
Railroad C, <sup>5</sup> . . . . .	4.42, 3.97, 3.67, 3.37, 3.17, 3.07	8
Railroad D, . . . . .	18.25	6 9
<b>Towermen.</b>		
Railroad A, <sup>1</sup> . . . . .	3.02, 2.86, 2.76, 2.65, 2.55, 2.44, 2.39	8
Railroad A (relief), <sup>1</sup> . . . . .	3.18	8
Railroad B, . . . . .	21.00, 20.70, 20.50, 20.20, 20.15, 20.00, 19.80, 19.75, 19.70, 19.25, 19.00, 18.75, 18.60, 18.25, 18.10, 18.00, 17.90, 17.80, 17.60, 17.50, 17.35, 17.30, 17.25, 17.20, 17.15, 17.00, 16.25, 16.00	8
Railroad B, . . . . .	18.00, 17.75, 17.00, 16.80	9
Railroad B, . . . . .	19.00, 18.00, 17.60, 17.00, 16.00, 15.50, 15.00	12
Railroad B (relief), . . . . .	21.00, 20.70	—
Railroad C, <sup>3</sup> . . . . .	3.17, 3.07, 3.02, 2.97, 2.87, 2.82, 2.77, 2.67, 2.57, 2.47	8
Railroad D, . . . . .	17.00, 15.35	6 9

<sup>1</sup> No changes in rates of wages have become effective for Switch Towermen since January, 1915, except on Railroad A, but on this road an increase of 6 per cent over *daily* rates in effect on January 1, 1915, became effective on February 19, 1916.

<sup>2</sup> Nearly all towermen work 7 days a week.

<sup>3</sup> Per day.

<sup>4</sup> Six days' work.

<sup>5</sup> Includes foremen and director levermen; day rates.

<sup>6</sup> Work 53 hours a week; 8 hours on Saturday.

TABLE 5. CAR SHOP SERVICE.<sup>1</sup>

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER HOUR		HOURS OF LABOR	
	(Paid according to class of service, priority of service, and local conditions)		DAY	
	Mon- day to Friday	Satur- day	Week	
<b>Apprentices.</b>				
Railroad A, . . . . .	\$0.207, .195, .18, .154, .127	9	8	53
Railroad B (locomotive and passenger), . . . . .	.21, .18, .155, .13	9	8	<sup>2</sup> 53
Railroad B (other), . . . . .	.21, .18, .155, .13	9	9	54
Railroad C, . . . . .	.085-.23	9	8	53
<b>Armature Winders.</b>				
Railroad C, . . . . .	<sup>3</sup> 3.15-3.40	9	8	53
<b>Ashpitmen.</b>				
Railroad B, . . . . .	4.195	11	11	66
<b>Blacksmiths.</b>				
Railroad A, <sup>5</sup> . . . . .	.394, .384, .362, .352, .341, .33, .32, .309, .30, .287, .255, .245, .234, .223, .22, .213, .21, .18, .145	9	8	53
Railroad B (freight), . . . . .	.35	9	8	<sup>2</sup> 53
Railroad B (inspection dept.), . . . . .	.345, .30	10	10	<sup>2</sup> 70
Railroad B (locomotive), . . . . .	.445, .39, .385, .38, .375, .365, .36, .345, .335, .32	9	8	<sup>2</sup> 53
Railroad B (passenger), . . . . .	.43, .415, .39, .385, .38, .37, .365, .36, .35, .345, .335, .33, .32, .305, .30	9	8	<sup>2</sup> 53
Railroad B (other), . . . . .	.42, .39, .385, .38, .375, .37, .36, .345	9	9	54
Railroad C, . . . . .	<sup>6</sup> 1.885-.42	9	8	53
Railroad D, . . . . .	<sup>7</sup> 21.00	9	8	53
<b>Blacksmiths' Helpers.</b>				
Railroad B (freight), . . . . .	.21	9	8	<sup>2</sup> 53
Railroad B (inspection dept., yards), . . . . .	.23	10	10	60
Railroad B (locomotive), . . . . .	.29, .27, .26, .255, .25, .245, .24, .235, .23, .225	9	8	<sup>2</sup> 53
Railroad B (passenger), . . . . .	.28, .255, .25, .245, .24, .235, .225	9	8	<sup>2</sup> 53
Railroad B (other), . . . . .	.245, .24, .23	9	9	54
Railroad C, . . . . .	.19-.24	9	8	53
Railroad D, . . . . .	<sup>7</sup> 16.20	9	8	53
<b>Blacksmiths (Foremen).</b>				
Railroad B (locomotive), . . . . .	<sup>7</sup> 29.77	10	10	60
Railroad B (passenger), . . . . .	<sup>7</sup> 33.39	10	10	60
Railroad B (other), . . . . .	<sup>7</sup> 27.41	9	9	54

<sup>1</sup> Rates shown for Railroad A went into effect in March, 1916, when an increase of one cent an hour over rates in effect in January, 1915, was granted.

Rates shown for Railroad B (other than foremen) went into effect on April 1, 1916, when an increase of one and one-half cents an hour (with a few exceptions) over rates in effect in January, 1915, was granted. The exceptions, in the majority of instances, are noted in individual cases. Rates for all foremen and assistant foremen, etc., were increased on May 12, 1916; general foremen and foremen receiving more than 30 cents an hour were granted an increase of 5 per cent; all foremen and assistants receiving 30 cents or less were granted an increase of 1½ cents an hour.

Rates shown for Railroad C were readjusted during the 6 months beginning in the Fall of 1915, and represent increases varying from 10 cents to about 70 cents a day for those receiving hourly or daily rates (the majority of these, however, were increases of 15 to 25 cents a day) while substantial increases were granted those receiving weekly and monthly rates of wages. Certain rates, also, were abolished, and rearrangements were made in certain classifications.

Rates shown for Railroad D are the same as were in effect in October, 1914.

<sup>2</sup> Paid for 54 hours a week.

<sup>3</sup> Minimum and maximum daily rates.

<sup>4</sup> Rate in January, 1915, was 16 cents an hour.

<sup>5</sup> Same rates are paid to these men employed in roundhouses.

<sup>6</sup> Minimum daily rate and maximum hourly rate.

<sup>7</sup> Weekly rate.

TABLE 5. CAR SHOP SERVICE — CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER HOUR (Paid according to class of service, priority of service, and local conditions)	HOURS OF LABOR		
		DAY		Week
		Mon- day to Friday	Satur- day	
<b>Blacksmiths (Foremen, Assistant).</b>				
Railroad B (locomotive), . . . . .	<sup>1</sup> \$24.99	10	10	60
Railroad B (passenger), . . . . .	<sup>1</sup> 21.47	10	10	60
<b>Blue Printers.</b>				
Railroad C, . . . . .	<sup>2</sup> 70.00-75.00	—	—	45
<b>Boilermakers.</b>				
Railroad A, <sup>3</sup> . . . . .	.40, .384, .378, .368, .32, .314, .30, .29, .28, .27, .26, .255, .24, .235, .234, .225, .223, .22, .218, .215, .213, .202, .20, .191, .19	9	8	53
Railroad B (locomotive), . . . . .	<sup>4</sup> .43, .42, .40, .395, .38, .375, .365, .33, .32, .295	9	8	<sup>5</sup> 53
Railroad B (other), . . . . .	.41, .39, .375, .365, .36, .35, .33, .32, .305, .30	9	9	54
Railroad C, . . . . .	.275-.40	9	8	53
Railroad D, . . . . .	<sup>1</sup> 19.20	9	8	53
<b>Boilermakers' Helpers.</b>				
Railroad B (locomotive), . . . . .	.26, .255, .25, .245, .24	9	8	<sup>6</sup> 53
Railroad B (other), . . . . .	.28, .26, .255, .25, .24	9	9	54
Railroad C, . . . . .	.20-.25	9	8	53
<b>Boilermakers (Foremen).</b>				
Railroad B (locomotive), . . . . .	<sup>1</sup> 36.17	10	10	60
Railroad B (other), <sup>1</sup> . . . . .	27.41, 25.20	9	9	54
<b>Boilermakers (Foremen, Assistant).</b>				
Railroad B (locomotive), <sup>1</sup> . . . . .	27.41, 24.99	10	10	60
<b>Boilerwashers.</b>				
Railroad A, <sup>3</sup> . . . . .	.234, .218, .213, .191	9	8	53
Railroad B, . . . . .	<sup>6</sup> .30	9	9	54
<b>Bolt Cutters.</b>				
Railroad B (locomotive), . . . . .	.30	9	8	<sup>6</sup> 53
<b>Bolt Makers.</b>				
Railroad B (locomotive), . . . . .	.35	9	8	<sup>6</sup> 53
<b>Bridge Crew.</b>				
Railroad C, . . . . .	<sup>7</sup> 3.00-105.00	9	8	53
<b>Buffers.</b>				
Railroad B (passenger), . . . . .	.305, .295, .29	9	8	<sup>6</sup> 53
<b>Buffers' Helpers.</b>				
Railroad B (passenger), . . . . .	.28	9	8	<sup>6</sup> 53
<b>Buffers (Foremen).</b>				
Railroad B (passenger), . . . . .	<sup>1</sup> 28.61	10	10	60
<b>Buffers (Foremen, Assistant).</b>				
Railroad B (passenger), . . . . .	<sup>1</sup> 18.60	10	10	60

<sup>1</sup> Per week.<sup>2</sup> Minimum and maximum monthly rates.<sup>3</sup> Same rates are paid to these men employed in roundhouses.<sup>4</sup> Highest rate in effect in January, 1915, was .395 cents an hour.<sup>5</sup> Paid for 54 hours a week.<sup>6</sup> Same hourly rate was in effect in January, 1915.<sup>7</sup> Rates range from \$3 a day to \$105 a month.

TABLE 5. CAR SHOP SERVICE — CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER HOUR		HOURS OF LABOR		
	(Paid according to class of service, priority of service, and local conditions)		DAY		Week
	Monday to Friday	Satur- day			
<b>Cabinet Makers.</b>					
Railroad B (passenger), . . . . .	\$0.39, .365, .36, .35, .345, .335, .33, .325, .32, .315, .31, .305, .30 .31		9	8	1 53
Railroad C, . . . . .			9	8	53
<b>Cabinet Makers' Helpers.</b>					
Railroad B (passenger), . . . . .	.22, .20, .19		9	8	1 53
<b>Cabinet Makers (Foremen).</b>					
Railroad B (passenger), . . . . .	<sup>2</sup> 29.77		10	10	60
<b>Cabinet Makers (Foremen, Assistant).</b>					
Railroad B (passenger), . . . . .	<sup>2</sup> 24.99		10	10	60
<b>Cabinet Makers (Leaders).</b>					
Railroad B (passenger), . . . . .	.395		9	8	1 53
<b>Car Cleaners (Men).</b>					
Railroad A, . . . . .	.223, .202, .191, .159, .148		9	8	53
Railroad B (inspection dept.), . . . . .	.185		{ 10 12	10 12	{ 60 70 84 60 66 70 77
Railroad B (inspection dept., terminal station and yards), . . . . .	<sup>3</sup> .18		{ 10 11	10 11	{ 60 63 70 77
Railroad B (other), . . . . .	.18, <sup>4</sup> .17		{ 10 10½ 11 12	10½ 11 12	{ 63 70 77 84
Railroad C, . . . . .	<sup>5</sup> 1.30-3.75		9	8	53
Railroad D, . . . . .	<sup>2</sup> 10.50		9	8	53
<b>Car Cleaners (Women).</b>					
Railroad B (inspection dept.), . . . . .	.13		9	9	54
Railroad B (inspection dept., terminal station and yards), . . . . .	<sup>6</sup> .14		10	10	{ 60 70
Railroad B (other), . . . . .	.14, <sup>4</sup> .135, <sup>4</sup> .115		9	9	<sup>7</sup> 54
<b>Car Cleaners (Leaders).</b>					
Railroad B (men, inspection dept.), . . . . .	.26, .215		11	11	77
<b>Car Washers.</b>					
Railroad C, . . . . .	.205		9	8	53
<b>Carpenters.</b>					
Railroad A, . . . . .	.341, .33, .32, .314, .309, .298, .287, .277, .266, .255, .234		9	8	53
Railroad B (freight), . . . . .	.305, .30, .295		9	8	1 53
Railroad B (locomotive), . . . . .	.32, .31, .305, .30, .295, .28, .26		9	8	1 53
Railroad B (other), . . . . .	.33, .32, .30, .29		9	9	54
Railroad C (freight and passenger), . . . . .	.28-.365		9	8	53
Railroad C (shop), . . . . .	<sup>8</sup> 285-3.65		9	8	53
Railroad D (first class), . . . . .	<sup>2</sup> 21.00		9	8	53
Railroad D (second class), . . . . .	<sup>2</sup> 18.00		9	8	53
Railroad D (third class), . . . . .	<sup>2</sup> 17.50		9	8	53

<sup>1</sup> Paid for 54 hours a week.<sup>2</sup> Weekly rate.<sup>3</sup> In January, 1915, rate was 17 cents an hour.<sup>4</sup> Same hourly rate was in effect in January, 1915.<sup>5</sup> Minimum and maximum daily rates.<sup>6</sup> In January, 1915, rates were .115 and .135 cents an hour.<sup>7</sup> Paid for 60 hours a week; if these employees work 8 hours on Sunday, they are paid for 70 hours for the week.<sup>8</sup> Minimum hourly rate and maximum daily rate.

TABLE 5. CAR SHOP SERVICE—CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER HOUR (Paid according to class of service, priority of service, and local conditions)	HOURS OF LABOR		
		DAY		Week
		Monday to Friday	Satur- day	
<b>Carpenters' Helpers.</b>				
Railroad B (locomotive), . . . . .	\$0.235	9	8	1 53
<b>Carpenters (Foremen).</b>				
Railroad B (locomotive), . . . . .	<sup>2</sup> 21.47	10	10	60
<b>Chainmen.</b>				
Railroad C, . . . . .	<sup>3</sup> 50.00	—	—	45
<b>Clerks.</b>				
Railroad A, <sup>4</sup> . . . . .	.378, .373, .365, .35, .335, .31, .309, .302, .287, .277, .271, .27, .26, .255, .245, .24, .239, .234, .223, .22, .213, .191, .18, .12	9	8	53
Railroad B (freight), . . . . .	<sup>2</sup> 12.15	—	—	—
Railroad B (inspection dept.), <sup>2</sup> . . . . .	<sup>5</sup> 13.90	10	10	60
Railroad B (inspection dept., terminal sta- tion, and yards).	<sup>6</sup> 18	10	10	60
Railroad B (passenger), <sup>2</sup> . . . . .	17.00, 16.30, 15.00, 13.85, 13.60, 11.35	8	8	48
Railroad B (other), <sup>2</sup> . . . . .	16.05, <sup>6</sup> 15.90, 14.00, 13.60, 12.30, 10.80	10	10	<sup>7</sup> 70
Railroad B (other), . . . . .	.275	9	9	54
Railroad C, . . . . .	<sup>7</sup> 10.35-25.00	9	8	53
Railroad C (electrical dept.), . . . . .	<sup>3</sup> 100.00	8	8	48
Railroad C (engineering dept.), . . . . .	<sup>8</sup> 60.00-200.00	—	—	45
<b>Clerks, Chief.</b>				
Railroad B (inspection dept.), <sup>2</sup> . . . . .	<sup>5</sup> 19.85	10	10	70
Railroad B (passenger), . . . . .	<sup>2</sup> 20.45	8	8	48
Railroad B (other), . . . . .	<sup>2</sup> 23.05	10	10	60
<b>Coal Conveyor Operators.</b>				
Railroad B (passenger), . . . . .	.245	12	12	84
<b>Coal Passers.</b>				
Railroad C, . . . . .	<sup>9</sup> 1.92	8	8	48
<b>Coppersmiths.</b>				
Railroad A, . . . . .	.352, .341, .32, .191	9	8	53
Railroad B (locomotive), . . . . .	.36, .305	9	8	1 53
<b>Cranemen.</b>				
Railroad A, . . . . .	.287, .255	9	8	53
Railroad B (locomotive), . . . . .	.39, .27, .245	9	8	1 53
<b>Dopers.</b>				
Railroad A, . . . . .	.234	9	8	53
<b>Draftsmen.</b>				
Railroad A, . . . . .	.362, .341, .32, .287, .25	9	8	53
Railroad C, <sup>1</sup> . . . . .	<sup>8</sup> 85.00-150.00	—	—	45
<b>Drill Press Men.</b>				
Railroad B, <sup>5</sup> . . . . .	.265, .245	9	9	54

<sup>1</sup> Paid for 54 hours a week.<sup>2</sup> Per week.<sup>3</sup> Rate per month.<sup>4</sup> Same rates are paid to those men employed in roundhouses.<sup>5</sup> Same rate was in effect in January, 1915.<sup>6</sup> Some clerks receiving \$15.90 a week work 48 hours, 8 hours a day.<sup>7</sup> Minimum and maximum weekly rates.<sup>8</sup> Minimum and maximum monthly rates.<sup>9</sup> Daily rate.

TABLE 5. CAR SHOP SERVICE — CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	(Paid according to class of service, priority of service, and local conditions)	RATES OF WAGES PER HOUR		HOURS OF LABOR		
		DAY		Mon- day to Friday	Satur- day	Week
		Day	Week			
<b>Drillers.</b>						
Railroad B (locomotive), . . . . .	\$0.285, .26			9	8	153
<b>Dynamo Tenders.</b>						
Railroad C, . . . . .	2 2.65-2.75			8	8	48
<b>Electricians.</b>						
Railroad A, . . . . .	.37, .314, .287, .271, .234, .22			9	8	53
Railroad B (inspection dept., yards), . . .	3 .36, .335, .325, .30			10	10	{ 360 70
Railroad B (passenger), . . . . .	.365, .36, .315, .31, .305, .29			9	8	153
Railroad B (other), <sup>4</sup> . . . . .	23.80, 18.15, 17.10			10	10	60
Railroad C (wiremen), . . . . .	4 3.15			9	8	53
<b>Engine Dispatchers.</b>						
Railroad B, . . . . .	4 26.10			10	10	60
<b>Engine House Men.</b>						
Railroad B, . . . . .	.175, .165			10	10	60
Railroad B, . . . . .	.215			11	11	77
<b>Engineers, Air Compressor.</b>						
Railroad A, . . . . .	.234			9	8	53
<b>Engineers, Stationary.</b>						
Railroad A, <sup>6</sup> . . . . .	.42, .341, .309, .287, .277, .27, .255, .247, .245, .24, .234, .223, .22, .218, .213, .18			9	8	53
Railroad B (inspection dept., yards), . . .	7 18.90			10	10	70
Railroad B (locomotive), <sup>4</sup> . . . . .	.425, .41			9	8	153
Railroad B (passenger), <sup>8</sup> . . . . .	24.75, 20.45, 8 18.90			10	10	860
Railroad B (other), . . . . .	.30			9	9	54
Railroad C (assistant), . . . . .	9 75.00-125.00			—	—	45
Railroad C (chief), . . . . .	5 4.40			8	8	48
Railroad C (division), . . . . .	9 150.00-200.00			—	—	45
Railroad C (electrical dept.), . . . . .	2 2.90-3.45			8	8	48
Railroad C (mechanical), . . . . .	10 208.33			—	—	45
Railroad C (resident), . . . . .	6 125.00-150.00			—	—	45
Railroad D, . . . . .	7 16.00			9	8	53
<b>Engineers, Steam Hammer.</b>						
Railroad B (locomotive), . . . . .	.30			9	8	153
<b>Engineers, Switcher (Shop).</b>						
Railroad B, . . . . .	4.35			10	10	60
<b>Firemen, Stationary.</b>						
Railroad A, <sup>6</sup> . . . . .	.42, .341, .309, .287, .277, .27, .255, .247, .245, .24, .234, .223, .22, .218, .213, .18			9	8	53
Railroad B (locomotive), . . . . .	.245			9	8	153
Railroad B (passenger), . . . . .	4 18.90			—	—	63
Railroad B (other), . . . . .	.24			12	12	72
Railroad C, . . . . .	5 2.40			8	8	48

<sup>1</sup> Paid for 54 hours a week.<sup>2</sup> Minimum and maximum daily rates.<sup>3</sup> Men who are receiving 36 cents an hour work 11 hours a day, some 6 days and some 7 days a week.<sup>4</sup> Same (hourly or weekly) rates were in effect in January, 1915.<sup>5</sup> Daily rate.<sup>6</sup> Same rates are paid to these men employed in roundhouses.<sup>7</sup> Weekly rate.<sup>8</sup> Men who are receiving \$18.90 a week work 63 hours; same rates were in effect in January, 1915.<sup>9</sup> Minimum and maximum monthly rates.<sup>10</sup> Rate per month.

TABLE 5. CAR SHOP SERVICE — CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER HOUR (Paid according to class of service, priority of service, and local conditions)	HOURS OF LABOR		
		DAY		Week
		Monday to Friday	Satur- day	
<b>Flue Cleaners.</b>				
Railroad A, <sup>1</sup>	\$0.22, .213, .202, .191, .18	9	8	53
<b>Foremen (n. e. s.),</b>				
Railroad A, <sup>1</sup>	.582, .55, .501, .498, .485, .48, .475, .47, .464, .459, .448, .437, .405, .40, .394, .384, .373, .368, .362, .341, .32, .298, .287, .277, .266, .26, .255, .234	9	8	53
Railroad B (freight), <sup>2</sup>	30.29, 17.90	10	10	60
Railroad B (inspection dept., terminal sta- tion).	.3885, .336	10	10	{ 70
Railroad B (inspection dept., yards),	.336, .3255, .30	{ 10	10	66
		{ 11	11	{ 70
Railroad B (inspection dept., yards, general),	231.91	10	10	70
Railroad B (locomotive),	245.20	10	10	60
Railroad B (passenger),	248.46	10	10	60
Railroad B (other), <sup>2</sup>	335.70, 29.77, 27.41	{ 9	9	54
		{ 10	10	{ 70
<b>Foremen, Assistant (n. e. s.),</b>				
Railroad B (freight),	224.99	10	10	60
Railroad B (freight),	220.56	12	12	84
Railroad B (inspection dept., terminal sta- tion).	.30	10	10	70
Railroad B (inspection dept., yards),	.265	11	11	{ 66
				{ 77
<b>Front End Men.</b>				
Railroad A, <sup>1</sup>	.26, .23, .191, .19	9	8	53
<b>Fuel Handlers.</b>				
Railroad B,	.195	10	10	60
<b>Gasmen.</b>				
Railroad C,	4.23-3.75	9	8	53
<b>Glaziers.</b>				
Railroad B (passenger),	520.45, .335	9	8	53
<b>Hammermen.</b>				
Railroad B,	.245	9	9	54
<b>Handymen.</b>				
Railroad A,	.32	9	8	53
<b>Head Light Men.</b>				
Railroad B,	7.18	10	10	60
<b>Heaters, Car.</b>				
Railroad A,	.22	9	8	53
<b>Heaters (Engineers).</b>				
Railroad B (passenger),	.27	-	-	63
<b>Heaters, Furnace.</b>				
Railroad B (locomotive),	.36, .32	9	8	53

<sup>1</sup> Same rates are paid to these men employed in roundhouses.<sup>2</sup> Per week.<sup>3</sup> Employees receiving \$35.70 work 54 hours a week.<sup>4</sup> Minimum hourly rate and maximum daily rate.<sup>5</sup> Same weekly rate was in effect in January, 1915.<sup>6</sup> Paid for 54 hours a week.<sup>7</sup> Rate in effect in January, 1915, was 16 cents an hour.

TABLE 5. CAR SHOP SERVICE — CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER HOUR		HOURS OF LABOR		
	(Paid according to class of service, priority of service, and local conditions)		DAY		Week
	Mon- day to Friday	Satur- day			
<b>Helpers (n. e. s.).</b>					
Railroad B (power plant, passenger), . . . . .	\$0.24 .287, .26, .255, .245		9	8	1 53
Railroad A (special), . . . . .			9	8	53
<b>Hose Couplers.</b>					
Railroad B (inspection dept.), . . . . .	.21, .195		{ 10 10½ 11	10 10½ 11	{ 60 63 66 70 73½ 77
<b>Hostlers.</b>					
Railroad B, . . . . .	2.24		12	12	72
<b>Inspectors.</b>					
Railroad A, . . . . .	.501, .384, .373, .368, .36, .341, .3325, .32, .309, .298, .291, .287, .277, .27, .266, .26, .255, .25, .245, .234, .228, .223, .22, .216, .213, .198, .191, .123, .118, .116, .109	9	8	53	
Railroad C (electrical dept.), . . . . .	\$3.40		9	8	53
<b>Inspectors, Air Brake.</b>					
Railroad B (inspection dept., yards), . . . . .	.27		10	10	{ 60 70
<b>Inspectors, Car.</b>					
Railroad B (freight), <sup>2</sup> . . . . .	18.60, 18.50		10	10	60
Railroad B (inspection dept.), . . . . .	4.275, .27, .255		{ 10- 12	10- 12	{ 60- 84
Railroad B (passenger), . . . . .	\$21.45		9	8	1 53
Railroad B (other), . . . . .	.305, .295, .27, .255		{ 10- 11½	10- 11½	{ 60- 80½
Railroad C, . . . . .	6.24-19.50		9	8	53
Railroad D, . . . . .	\$17.50		9	8	53
<b>Inspectors, Car (Foremen).</b>					
Railroads B and C (inspection dept.), . . . . .	230.10		10	10	70
Railroad B (other), . . . . .	.305, .29		{ 10 11	10 11	{ 70 77
<b>Inspectors and Repairmen, Car (Insidemen).</b>					
Railroad B (inspection dept., terminal sta- tion), . . . . .	.315, .30		{ 10 11	10 11	{ 60 66 70 77
Railroad B (inspection dept., yards), . . . . .	.325, .315, .305, .30		{ 10 10½	10 10½	{ 60 63 66
<b>Inspectors, Locomotive.</b>					
Railroad B, . . . . .	\$23.10		10	10	60
<b>Inspectors, Lumber.</b>					
Railroad B (passenger), . . . . .	.335, .315, .30		9	8	1 53
<b>Janitors.</b>					
Railroad A, . . . . .	.191, .18		9	8	53

<sup>1</sup> Paid for 54 hours a week.<sup>2</sup> Same (hourly or weekly) rates were in effect in January, 1915.<sup>3</sup> Daily rate.<sup>4</sup> Rates in effect in January, 1915, were 24 and .255 cents an hour.<sup>5</sup> Weekly rate.<sup>6</sup> Minimum hourly rate and maximum monthly rate.

TABLE 5. CAR SHOP SERVICE — CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER HOUR		HOURS OF LABOR	
	(Paid according to class of service, priority of service, and local conditions)		DAY	
	Mon- day to Friday	Satur- day	Week	
<b>Joiners.</b>				
Railroad B (passenger), . . . . .	\$0.39, .365, .35, .335, .33, .325, .32, .315, .31, .29		9	8
<b>Joiners' Helpers.</b>				
Railroad B (passenger), . . . . .	.305, .29, .28, .25, .235, .23, .215, .20		9	8
<b>Joiners (Foremen).</b>				
Railroad B (passenger), . . . . .	<sup>2</sup> 28.61		10	10
<b>Joiners (Foremen, Assistant).</b>				
Railroad B (passenger), . . . . .	<sup>2</sup> 21.47		10	10
<b>Joiners (Leaders).</b>				
Railroad B (passenger), . . . . .	.37		9	8
<b>Laborers.</b>				
Railroad A, <sup>3</sup> . . . . .	.298, .26, .234, .22, .213, .207, .202, .191, .18		9	8
Railroad B (freight, locomotive, and passenger).	<sup>4</sup> .18		9	8
Railroad B (dept., n. e. s., general), . . . . .	.175		9	9
Railroad B (other), . . . . .	.165		10	10
Railroad C, . . . . .	.175-.20		9	9
Railroad C, . . . . .	.27		8	54
<b>Laborers (Foremen).</b>				
Railroad B (locomotive), . . . . .	.295		10	10
Railroad B (passenger), . . . . .	<sup>2</sup> 21.47		10	10
Railroad B (other), . . . . .	.27		9	9
<b>Laborers (Foremen, Assistant).</b>				
Railroad B (passenger), . . . . .	<sup>2</sup> 14.85		10	10
<b>Lacquerers.</b>				
Railroad A, . . . . .	.33		9	8
Railroad C, . . . . .	.205-.31		9	8
<b>Leaders, Freight.</b>				
Railroad B, <sup>5</sup> . . . . .	21.00, 19.20		10	10
Railroad B, . . . . .	.365, .35, .335, .33, .32		9	8
<b>Machinists.</b>				
Railroad A, <sup>3</sup> . . . . .	.394, .378, .362, .357, .352, .341, .33, .325, .32, .309, .30, .298, .29, .287, .277, .27, .266, .26, .255, .25, .245, .24, .235, .234, .223, .22, .213, .21, .207, .202, .191, .19		9	8
Railroad B (locomotive), . . . . .	.395, .385, .38, .375, .37, .365, .36, .32, .315, .30		9	8
Railroad B (passenger), . . . . .	.39, .37, .365, .36, .345, .33, .32, .315, .30, .28		9	8
Railroad B (other), . . . . .	.405, .395, .385, .375, .37, .36, .335, .32, .315, .30		9	9
Railroad C, . . . . .	.225-.375		9	8
Railroad D (first class), . . . . .	<sup>2</sup> 19.00		9	8
Railroad D (second class), . . . . .	<sup>2</sup> 18.00		9	8
Railroad D (third class), . . . . .	<sup>2</sup> 17.50		9	8
<b>Machinists' Helpers.</b>				
Railroad B (locomotive), . . . . .	.315, .31, .30, .295, .28, .27, .265, .26		9	8
Railroad B (passenger), . . . . .	.25, .235, .23, .22, .20		9	8

<sup>1</sup> Paid for 54 hours a week.<sup>2</sup> Weekly rate.<sup>3</sup> Same rates are paid to these men employed in roundhouses.<sup>4</sup> Rates in effect in January, 1915, were 16 and .175 cents an hour.<sup>5</sup> Same weekly rates were in effect in January, 1915.

TABLE 5. CAR SHOP SERVICE—CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER HOUR		HOURS OF LABOR	
	(Paid according to class of service, priority of service, and local conditions)		DAY	
	Mon- day to Friday	Satur- day	Week	
<b>Machinists' Helpers — Con.</b>				
Railroad B (other), . . . . .	\$0.29, .28, .27, .265, .26, .255, .25, .245, .235	9	9	54
Railroad C, . . . . .	.18-.265	9	8	53
Railroad D, . . . . .	<sup>1</sup> 13.50	9	8	53
<b>Machinists (Foremen).</b>				
Railroad B (locomotive), <sup>1</sup> . . . . .	30.98, 29.77	10	10	60
Railroad B (passenger), . . . . .	<sup>1</sup> 28.61	10	10	60
Railroad B (other), <sup>1</sup> . . . . .	24.99, 23.84	9	9	54
<b>Machinists (Foremen, Assistant).</b>				
Railroad B (locomotive), <sup>1</sup> . . . . .	29.35, 27.30, 24.99	10	10	60
Railroad B (passenger), . . . . .	<sup>1</sup> 21.47	10	10	60
<b>Machinists (Leaders).</b>				
Railroad B (locomotive), . . . . .	.40	9	8	<sup>2</sup> 53
<b>Masons.</b>				
Railroad B (passenger), . . . . .	.405	9	8	<sup>2</sup> 53
<b>Masons' Helpers.</b>				
Railroad B (passenger), . . . . .	.22	9	8	<sup>2</sup> 53
<b>Millhands.</b>				
Railroad A, . . . . .	.33, .277, .266, .255, .234	9	8	53
Railroad B (locomotive), . . . . .	.335	9	8	<sup>2</sup> 53
Railroad B (passenger), . . . . .	.37, .345, .335, .325, .315, .31, .30	9	8	<sup>2</sup> 53
Railroad C, . . . . .	.285-.31	9	8	53
<b>Millhands' Helpers.</b>				
Railroad B (passenger), . . . . .	.235, .20	9	8	<sup>2</sup> 53
<b>Millhands (Foremen).</b>				
Railroad B (passenger), . . . . .	<sup>1</sup> 28.61	10	10	60
<b>Millhands (Foremen, Assistant).</b>				
Railroad B (passenger), . . . . .	<sup>1</sup> 19.69	10	10	60
<b>Motormen.</b>				
Railroad A, . . . . .	.287, .245, .207	9	8	53
<b>Oilers.</b>				
Railroad B (inspection dept.), . . . . .	.255, .24	$\left\{ \begin{array}{l} 10 \\ 10\frac{1}{2} \\ 11 \end{array} \right.$	$\left\{ \begin{array}{l} 10 \\ 10\frac{1}{2} \\ 11 \end{array} \right.$	$\left\{ \begin{array}{l} 60 \\ 63 \\ 66 \\ 70 \\ 73\frac{1}{2} \\ 77 \\ 53 \end{array} \right.$
Railroad B (locomotive), . . . . .	.295			
Railroad B (passenger), . . . . .	.225			
Railroad C, . . . . .	<sup>3</sup> 2.40			
<b>Oil Boom Men.</b>				
Railroad A, <sup>4</sup> . . . . .	.202, .191	9	8	53
<b>Painters.</b>				
Railroad A, . . . . .	.33, .314, .309, .298, .287, .277, .266, .255, .245, .234, .223, .213, .202, .191, .159	9	8	53
Railroad B (freight), . . . . .	.305, .30, .29, .285, .255	9	8	<sup>2</sup> 53

<sup>1</sup> Per week.<sup>2</sup> Paid for 54 hours a week.<sup>3</sup> Daily rate.<sup>4</sup> Same rates are paid to these men employed in roundhouses.

TABLE 5. CAR SHOP SERVICE — CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER HOUR (Paid according to class of service, priority of service, and local conditions)	HOURS OF LABOR		
		DAY		Week
		Mon- day to Friday	Satur- day	
<b>Painters — Con.</b>				
Railroad B (inspection dept., yards), . . . . .	\$0.285	10	10	60
Railroad B (locomotive), . . . . .	.33, .325, .32, .315, .31, .30, .295, .28, .255	9	8	1 53
Railroad B (passenger), . . . . .	.38, .36, .35, .345, .33, .32, .31, .30, .295, .29, .28, .26, .25, .24, .23, .22	9	8	1 53
Railroad B (other), . . . . .	.335, .325, .32, .30	9	9	54
Railroad C, . . . . .	<sup>2</sup> 235-4.05	9	8	53
Railroad D (first class), . . . . .	<sup>3</sup> 18.00	9	8	53
Railroad D (second class), . . . . .	<sup>3</sup> 17.50	9	8	53
<b>Painters' Helpers.</b>				
Railroad B (locomotive), . . . . .	.26, .25, .235, .225	9	8	1 53
Railroad B (other), . . . . .	.175	9	9	54
Railroad D, . . . . .	<sup>3</sup> 10.50	9	8	53
<b>Painters (Foremen).</b>				
Railroad B (locomotive), . . . . .	<sup>3</sup> 21.47	10	10	60
Railroad B (passenger), . . . . .	<sup>3</sup> 30.29	10	10	60
Railroad B (other), . . . . .	<sup>3</sup> 21.47	9	9	54
Railroad D, . . . . .	<sup>3</sup> 19.50	9	8	53
<b>Painters (Foremen, Assistant).</b>				
Railroad B (passenger), . . . . .	<sup>3</sup> 22.16	10	10	60
<b>Painters (Leaders).</b>				
Railroad B (locomotive), . . . . .	.40	9	8	1 53
Railroad B (passenger), . . . . .	.33	9	8	1 53
<b>Patternmakers.</b>				
Railroad A, . . . . .	.40, .341	9	8	53
Railroad C, . . . . .	.31-.365	9	8	53
<b>Pipe Fitters.</b>				
Railroad A, . . . . .	.341, .33, .32, .309, .298, .287, .266, .255	9	8	53
Railroad B (freight), . . . . .	.315, .285, .28, .27	9	8	1 53
Railroad B (inspection dept., yards), . . . . .	.325, .305	10	10	{ 60 70
Railroad B (locomotive), . . . . .	.36, .335, .32, .315	9	8	1 53
Railroad B (passenger), . . . . .	.365, .35, .335, .33, .325, .32, .315, .305, .29	9	8	1 53
Railroad C, . . . . .	.285-.375	9	8	53
<b>Pipe Fitters' Helpers.</b>				
Railroad B (freight), . . . . .	.235	9	8	1 53
Railroad B (inspection dept., yards), . . . . .	.23, .215	10	10	{ 60 70
Railroad B (locomotive), . . . . .	.30, .265, .26, .245, .24, .235	9	8	1 53
Railroad B (passenger), . . . . .	.285, .245, .235	9	8	1 53
Railroad B (other), . . . . .	.235	9	8	1 53
<b>Pipe Fitters, Steam (Foremen).</b>				
Railroad B (passenger), . . . . .	<sup>3</sup> 28.61	10	10	60
<b>Pipe Fitters, Steam (Foremen, Assistant).</b>				
Railroad B (passenger), . . . . .	<sup>3</sup> 21.47	10	10	60
<b>Pipe Fitters, Steam (Leaders).</b>				
Railroad B (passenger), . . . . .	.37	9	8	1 53

<sup>1</sup> Paid for 54 hours a week.<sup>2</sup> Minimum hourly rate and maximum daily rate.<sup>3</sup> Weekly rate.

TABLE 5. CAR SHOP SERVICE — CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER HOUR (Paid according to class of service, priority of service, and local conditions)	HOURS OF LABOR		
		DAY		Week
		Mon- day to Friday	Satur- day	
<b>Platers.</b>				
Railroad B (passenger), . . . . .	\$0.315	9	8	1 53
<b>Plumbers.</b>				
Railroad B (passenger), . . . . .	.365	9	8	1 53
<b>Pumpmen.</b>				
Railroad A, . . . . .	.234, .22, .207	9	8	53
<b>Repairers, Car.</b>				
Railroad A, . . . . .	.309, .298, .287, .277, .266, .26, .255, .245, .234, .223, .213, .202, .191	9	8	53
Railroad B (freight and passenger), . . .	.325, .31, .30, .295, .29, .285, .28	9	8	1 53
Railroad B (inspection dept., yards), . . .	.29, .27	10	10	{ 60
Railroad C, . . . . .	.265—.31	9	8	53
Railroad C (foremen), . . . . .	2 3.80—4.05	9	8	53
<b>Repairers, Car (Hand).</b>				
Railroad B (passenger), . . . . .	.33, .32, .315	9	8	1 53
<b>Repairers' Helpers, Car.</b>				
Railroad B (freight), . . . . .	.20	9	8	1 53
<b>Repairers' Helpers, Truck.</b>				
Railroad B (passenger), . . . . .	.26, .245, .225, .20	9	8	1 53
<b>Repairers, Tank.</b>				
Railroad A, . . . . .	.277	9	8	53
Railroad B (locomotive), . . . . .	.26	9	8	1 53
<b>Repairers, Truck.</b>				
Railroad B (locomotive), . . . . .	.345, .325, .32, .315, .31, .305, .295, .29, .285, .26	9	8	1 53
Railroad B (passenger), . . . . .	.285, .28	9	8	1 53
<b>Repairers, Valve.</b>				
Railroad A, . . . . .	.287	9	8	53
<b>Repairmen.</b>				
Railroad A, <sup>3</sup> . . . . .	.298, .223, .202, .191	9	8	53
Railroad B (electrical, inspection dept., yards), . . . . .	.295, .275, .26, .255	10	10	{ 60
Railroad C (electrical dept.), . . . . .	4 3.20	9	8	53
<b>Repairmen, Air Brake.</b>				
Railroad A, . . . . .	.266, .255, .234	9	8	53
<b>Repairmen's Helpers.</b>				
Railroad B (electrical, inspection dept., yards), . . . . .	.23, .22, .19	10	10	{ 60
Railroad C, . . . . .	5 14.00	—	—	70
<b>Rivet Heaters.</b>				
Railroad A, . . . . .	.127	9	8	53
<b>Rodmen.</b>				
Railroad C, . . . . .	5 14.00	—	—	45
<b>Sanders.</b>				
Railroad B, . . . . .	.18	11	11	66

<sup>1</sup> Paid for 54 hours a week.<sup>2</sup> Minimum and maximum daily rates.<sup>3</sup> Same rates are paid to these men employed in roundhouses.<sup>4</sup> Daily rate.<sup>5</sup> Weekly rate.

TABLE 5. CAR SHOP SERVICE — CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER HOUR (Paid according to class of service, priority of service, and local conditions)	HOURS OF LABOR		
		DAY Monday to Friday	Satur- day	Week
<b>Scrubbers.</b>				
Railroad B (passenger), . . . . .	\$0.18	9	8	1 53
<b>Scrubbers (Foreladies, Assistant).</b>				
Railroad B (passenger), . . . . .	.30	9	8	1 53
<b>Seamstresses.</b>				
Railroad B (passenger, car), . . . . .	.185, .165	9	8	1 53
<b>Sparkers.</b>				
Railroad B, . . . . .	.20	11	11	66
<b>Statisticians.</b>				
Railroad C, . . . . .	<sup>2</sup> 21.00	—	—	45
<b>Stenographers.</b>				
Railroad A, . . . . .	.31, .27, .266, .25, .191	—	—	—
<b>Storekeepers.</b>				
Railroad A, <sup>3</sup> . . . . .	.373, .314, .287, .271, .25, .245, .234, .223, .22, .202, .191, .18	9	8	53
<b>Strippers.</b>				
Railroad B (passenger), . . . . .	.245, .235, .23, .20	9	8	1 53
<b>Sweepers.</b>				
Railroad A, . . . . .	.207, .191, .18	9	8	53
<b>Timekeepers.</b>				
Railroad A, . . . . .	.314	9	8	53
<b>Tin and Pipe Shop Foremen.</b>				
Railroad B (locomotive), . . . . .	<sup>2</sup> 22.63	10	10	60
<b>Tin and Pipe Shop Leaders.</b>				
Railroad B (locomotive), . . . . .	.40	9	8	1 53
<b>Tinsmiths.</b>				
Railroad A, . . . . .	.394, .34, .32, .309, .298, .255, .191	9	8	53
Railroad B (freight), . . . . .	.31	9	8	1 53
Railroad B (inspection dept., yards), . . . . .	.32	10	10	60
Railroad B (locomotive), . . . . .	.36, .35, .325, .32, .315	9	8	1 53
Railroad B (passenger), . . . . .	.365, .36, .33, .32, .315, .31	9	8	1 53
Railroad B (other), . . . . .	.395	9	9	54
Railroad D, . . . . .	<sup>2</sup> 18.00	9	8	53
<b>Tinsmiths' Helpers.</b>				
Railroad B (freight), . . . . .	.29	9	8	1 53
Railroad B (locomotive), . . . . .	.28, .26	9	8	1 53
Railroad B (passenger), . . . . .	.285, .28, .215	9	8	1 53
Railroad D, . . . . .	<sup>2</sup> 10.50	9	8	53
<b>Tinsmiths (Foremen).</b>				
Railroad B (passenger), . . . . .	<sup>2</sup> 27.51	10	10	60
<b>Tinsmiths (Foremen, Assistant).</b>				
Railroad B (passenger), . . . . .	<sup>2</sup> 20.74	10	10	60
<b>Tool Checkers.</b>				
Railroad B, . . . . .	.20	11	11	66

<sup>1</sup> Paid for 54 hours a week.<sup>2</sup> Weekly rate.<sup>3</sup> Same rates are paid to these men employed in roundhouses.

TABLE 5. CAR SHOP SERVICE—CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER HOUR (Paid according to class of service, priority of service, and local conditions)	HOURS OF LABOR			
		DAY	Mon- day to Friday	Satur- day	Week
<b>Tool Grinders.</b>					
Railroad B (locomotive), . . . . .	\$0.32		9	8	1 53
<b>Toolmakers.</b>					
Railroad A, . . . . .	.40, .362, .341, .18		9	8	53
<b>Transfer Table Operators.</b>					
Railroad B (passenger), . . . . .	.315		9	8	1 53
<b>Transitmen.</b>					
Railroad C, . . . . .	2 85.00		—	—	45
<b>Trimmers.</b>					
Railroad B (passenger), . . . . .	.36, .345, .335, .33, .325, .32, .315, .31, .30, .29		9	8	1 53
<b>Trimmers (Foremen).</b>					
Railroad B (passenger), . . . . .	3 28.61		10	10	60
<b>Trimmers (Foremen, Assistant).</b>					
Railroad B (passenger), . . . . .	3 21.47		10	10	60
<b>Trimmers (Leaders).</b>					
Railroad B (passenger), . . . . .	.335		9	8	1 53
<b>Truck and Tank Shop Foremen.</b>					
Railroad B (locomotive), . . . . .	3 21.47		10	10	60
<b>Truck and Tank Shop Leaders.</b>					
Railroad B (locomotive), . . . . .	.375		9	8	1 53
<b>Truck Operators, Electric.</b>					
Railroad B (locomotive), . . . . .	.22		9	8	1 53
<b>Truck Foremen.</b>					
Railroad B (passenger), . . . . .	3 28.61		10	10	60
<b>Truck Leaders.</b>					
Railroad B, . . . . .	.34, .33, .325		9	8	1 53
<b>Turntablemen.</b>					
Railroad B, . . . . .	.20		10	10	60
<b>Upholsterers.</b>					
Railroad A, . . . . .	.394, .298, .277, .255, .234, .223, .213		9	8	53
Railroad B (inspection dept., yards), . . . . .	.295		10	10	60
Railroad B (passenger), . . . . .	.365, .335, .315, .295		9	8	1 53
Railroad C, . . . . .	.28-.375		9	8	53
<b>Upholsterers' Helpers.</b>					
Railroad B (passenger), . . . . .	.285, .255, .245, .23, .22, .21, .20		9	8	1 53
<b>Upholsterers (Foreladies).</b>					
Railroad B (passenger), . . . . .	3 15.81		9	8	1 53
<b>Upholsterers (Foremen).</b>					
Railroad B (passenger), . . . . .	3 28.61		10	10	60

<sup>1</sup> Paid for 54 hours a week.<sup>2</sup> Rate per month.<sup>3</sup> Weekly rate.

TABLE 5. CAR SHOP SERVICE — CONCLUDED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER HOUR (Paid according to class of service, priority of service, and local conditions)	HOURS OF LABOR			
		DAY	Mon- day to Friday	Satur- day	
<b>Upholsterers (Foremen, Assistant).</b>					
Railroad B (passenger), . . . . .	<sup>1</sup> \$21.47		10	10	60
<b>Upholsterers (Leaders).</b>					
Railroad B (passenger), . . . . .	.335		9	8	<sup>2</sup> 53
<b>Watchmen.</b>					
Railroad A, <sup>3</sup> . . . . .	.213, .207, .202, .191, .18		9	8	53
Railroad B (freight), . . . . .	.225		9	8	<sup>2</sup> 53
Railroad B (inspection dept., yards), . . . . .	.195		12	12	84
Railroad B (locomotive), . . . . .	.31, .215, .18		12	12	84
Railroad B (passenger), . . . . .	.265, .255		10	10	70
Railroad B (passenger), . . . . .	.18		12	12	84
Railroad B (other), . . . . .	.22		12	12	84
Railroad D, . . . . .	<sup>1</sup> 13.80		9	8	53
<b>Water Tenders.</b>					
Railroad C, . . . . .	<sup>4</sup> 2.45		8	8	48
<b>Welders, Electric.</b>					
Railroad B (locomotive), . . . . .	.40		9	8	<sup>2</sup> 53
<b>Welders, Electric (Foremen).</b>					
Railroad B (locomotive), . . . . .	<sup>1</sup> 24.99		10	10	60
<b>Welders, Electric (Leaders).</b>					
Railroad B (locomotive), . . . . .	.40		9	8	<sup>2</sup> 53
<b>Welders, Flue.</b>					
Railroad B (locomotive), . . . . .	.35, .33		9	8	<sup>2</sup> 53
<b>Wheel Pressmen.</b>					
Railroad A, . . . . .	.32		9	8	53
<b>Wipers.</b>					
Railroad B, . . . . .	.175		11	11	66
<b>Wreck Foremen.</b>					
Railroad B (passenger), . . . . .	<sup>1</sup> 24.99		10	10	60

<sup>1</sup> Weekly rate.<sup>2</sup> Paid for 54 hours a week.<sup>3</sup> Same rates are paid to these men employed in roundhouses.<sup>4</sup> Daily rate.

TABLE 6. MAINTENANCE OF WAY SERVICE.<sup>1</sup>

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER DAY		HOURS OF LABOR <sup>2</sup>	
	(Paid according to mileage, sidings, switches, local conditions, and priority of service)		DAY	
	Mon- day to Friday	Satur- day	Week	
<b>Ashpitmen.</b>				
Railroad D, . . . . .	\$12.00	9	8	53
<b>Blacksmiths.</b>				
Railroad B, . . . . .	2.95	10	10	60
Railroad B (track material), . . . . .	3.05, 2.50	10	10	60
Railroad C, . . . . .	3.00, 2.90, 2.85, 2.70	10	8	58
<b>Blacksmiths' Helpers.</b>				
Railroad B, . . . . .	2.10, 1.70	10	10	60
Railroad C, . . . . .	2.15, 2.05	10	8	58
<b>Blue Printers.</b>				
Railroad B, . . . . .	\$ 6.00	8	8	48
<b>Bridgemen.</b>				
Railroad B, . . . . .	2.90	10	10	60
Railroad C, . . . . .	3.40, 3.15, 2.80, 2.65, 2.55	10	8	58
<b>Car Chargers.</b>				
Railroads A and B (Boston), . . . . .	2.55	9	9	63
<b>Carpenters.</b>				
Railroads A and B (Boston), . . . . .	3.00	9	9	54
Railroad B, . . . . .	2.90	10	10	60
Railroad C, . . . . .	3.40, 3.15, 3.10, 3.05, 3.00, 2.90, 2.85, 2.80, 2.65, 2.60, 2.55, 2.30, 2.05, 2.00	10	8	58
<b>Carpenters' Helpers.</b>				
Railroads A and B (Boston), . . . . .	2.00, 1.75	9	9	54
<b>Cooks.</b>				
Railroad C, . . . . .	2.30, 2.15, 2.05, 1.95	10	8	58
<b>Draftsmen.</b>				
Railroad B, . . . . .	\$ 25.00	8	8	48
<b>Drawtenders.</b>				
Railroad D, . . . . .	\$ 12.00	8	8	48
Railroad D, . . . . .	4.20	12	12	72
<b>Electricians (Wiremen).</b>				
Railroads A and B (Boston), . . . . .	2.15-3.00	9	9	54
Railroad B, . . . . .	3.15, 2.90	10	10	60

<sup>1</sup> Rates of wages of Maintenance of Way employees on Railroads A, B, and C have not been increased during the year 1915 or during the first 4 months of the year 1916, except in a few occupations, as follows: On Railroad A all sectionmen, including foremen, assistant foremen, and laborers, received, in March, 1916, an increase of 10 cents a day over rates reported as in effect in January, 1915; on Railroad B all laborers received an increase of 10 cents a day over rates reported in effect in January, 1915; on Railroad C rates for foremen were adjusted, some of the lower rates being abolished, some being increased by  $1\frac{1}{2}$  cents an hour, and many foremen who had received \$3.40 a day in January, 1915, were increased to \$3.50 a day in the Winter of 1915-1916; on Railroad C, also, two rates for track supervisors were abolished during the above period. On Railroad D no changes have been made in rates since October, 1914.

<sup>2</sup> On Railroads A and C, unless otherwise stated, the weekly hours of labor for outside work are 58 (10 on the first 5 days and 8 on Saturday). The hours for inside work are 53 (9 on the first 5 days and 8 on Saturday).

On Railroad B, unless otherwise stated, the weekly hours for outside work are 60 (10 a day), and for inside work are 48 (8 a day).

On Railroad D men who work 9 hours a day work 8 hours on Saturday, 53 hours a week.

<sup>3</sup> Weekly rate.

<sup>4</sup> Hourly rate.

TABLE 6. MAINTENANCE OF WAY SERVICE—CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER DAY (Paid according to mileage, sidings, switches, local conditions, and priority of service)	HOURS OF LABOR		
		DAY		Week
		Mon- day to Friday	Satur- day	
<b>Electricians' Helpers.</b>				
Railroad B, . . . . .	\$2.10	10	10	60
Railroad B (general), . . . . .	2.40	10	10	60
<b>Engineers, Stationary.</b>				
Railroad C, . . . . .	3.10, 2.90, 2.80, 2.55	10	8	58
<b>Engineers, Stationary, Assistant.</b>				
Railroad B, . . . . .	1 23.05	10	10	60
<b>Fammen.</b>				
Railroad C, . . . . .	2.30, 2.05	10	8	58
<b>Foremen, Bridges.</b>				
Railroad B, . . . . .	3.15	10	10	60
Railroad B (district), . . . . .	1 25.50	10	10	60
<b>Foremen, Brush Gang.</b>				
Railroad B, . . . . .	2.82, 1.70	10	10	60
<b>Foremen, Building.</b>				
Railroad B, . . . . .	3.15	10	10	60
Railroad B (general), . . . . .	1 25.50	10	10	60
<b>Foremen, Carpenters.</b>				
Railroad C, . . . . .	3.50, 3.40, 3.30, 3.25	10	8	58
Railroad C (sub-foremen), . . . . .	3.15	10	8	58
<b>Foremen, Cinder Gang.</b>				
Railroad B, . . . . .	2.42	10	10	60
<b>Foremen, Concrete.</b>				
Railroad C, . . . . .	3.40	10	8	58
<b>Foremen, Electricians.</b>				
Railroad B, . . . . .	1 24.00	10	10	60
Railroad B (assistant), . . . . .	1 23.00	10	10	60
<b>Foremen, Fence Gang.</b>				
Railroad B, . . . . .	2.82, 2.42	10	10	60
<b>Foremen, General.</b>				
Railroad B, . . . . .	3.20	10	10	60
<b>Foremen, Masons.</b>				
Railroad B, . . . . .	3.75	10	10	60
Railroad C, . . . . .	3.50, 3.40	10	8	58
<b>Foremen, Painters.</b>				
Railroad B, . . . . .	3.00	10	10	60
Railroad C, . . . . .	3.50, 3.25	10	8	58
<b>Foremen, Plumbers.</b>				
Railroad C, . . . . .	3.50, 3.40	10	8	58
<b>Foremen, Section.</b>				
Railroad A:				
Main line, . . . . .	3.42, 3.22, 3.10, 3.00, 2.70	10	8	58
Main line and yards, . . . . .	3.42, 3.22, 3.00, 2.70	10	8	58
Branches, . . . . .	3.42, 3.00, 2.95, 2.85, 2.75, 2.70, 2.60	10	8	58
Yards, . . . . .	3.42, 3.22	10	8	58
Railroad C, . . . . .	3.30, 3.15, 2.90, 2.80	10	8	58
Railroad C (yards), . . . . .	3.50, 3.40, 3.30, 3.15, 3.00, 2.90, 2.85	10	8	58

<sup>1</sup> Weekly rate.

TABLE 6. MAINTENANCE OF WAY SERVICE—CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER DAY		HOURS OF LABOR	
	(Paid according to mileage, sidings, switches, local conditions, and priority of service)		DAY	Week
	Mon- day to Friday	Satur- day		
<b>Foremen, Section, Assistant.</b>				
Railroad A:				
Main line, . . . . .	\$2.20		10	58
Branches, . . . . .	2.35, 2.20		10	58
Yards (first class), . . . . .	2.50		10	58
Yards (except first class), . . . . .	2.20		10	58
Railroad C, . . . . .	2.60, 2.30		10	58
<b>Foremen, Section (Apprentices).</b>				
Railroad A, . . . . .	1.90		10	58
<b>Foremen, Signals.</b>				
Railroad B, <sup>1</sup> . . . . .	23.80, 24.00, 23.00		10	60
Railroad B (assistant), . . . . .	<sup>1</sup> 22.00		10	60
<b>Foremen, Track.</b>				
Railroad B, . . . . .	2.97, 2.87, 2.82, 2.77		10	60
<b>Foremen, Watermen, and Plumbers.</b>				
Railroad B, . . . . .	3.50		10	60
<b>Foremen, Work Train.</b>				
Railroad B, . . . . .	3.12, 2.97		10	60
<b>Foremen, Work Train, Assistant.</b>				
Railroad B, . . . . .	2.17		10	60
<b>Foremen (n. e. s.).</b>				
Railroad D, . . . . .	<sup>1</sup> 18.60		9	53
<b>Gatemen.</b>				
Railroad B, . . . . .	2.90		10	60
Railroad D (crossing), . . . . .	1.55		8	48
<b>Helpers.</b>				
Railroad B, . . . . .	2.10, 1.85		10	60
Railroad B (general), . . . . .	2.40		10	60
<b>Inspectors.</b>				
Railroad B, . . . . .	<sup>1</sup> 16.50		10	60
Railroad B (scale), . . . . .	3.00		10	60
Railroad D, . . . . .	<sup>1</sup> 17.50		9	53
<b>Laborers.</b>				
Railroad B (cinder or fence gang and work train)	1.70		10	60
Railroads A and B (Boston), . . . . .	1.75		9	54
Railroads A and B (leaders, Boston), . . . . .	2.10		9	54
Railroad D (first class), . . . . .	<sup>1</sup> 13.80		9	53
Railroad D (second class), . . . . .	<sup>1</sup> 12.00		9	53
<b>Laborers, Section.</b>				
Railroad A, . . . . .	<sup>2</sup> 18		10	58
Railroad B, . . . . .	1.75, 1.70		10	60
<b>Lampmen or Cleaners.</b>				
Railroad D, <sup>1</sup> . . . . .	12.30, 10.50		9	53
<b>Machinists.</b>				
Railroad C, . . . . .	2.85		10	58
<b>Machinists' Helpers.</b>				
Railroad C, . . . . .	2.05		10	58
<b>Maintainers.</b>				
Railroad B, . . . . .	3.20, 2.95, 2.70		10	60

<sup>1</sup> Per week.<sup>2</sup> Alternate weeks work 54 and 63 hours.<sup>2</sup> Hourly rate.

TABLE 6. MAINTENANCE OF WAY SERVICE — CONCLUDED.

BRANCHES OF SERVICE AND OCCUPATIONS.	(Paid according to mileage, sidings, switches, local conditions, and priority of service)	RATES OF WAGES PER DAY		HOURS OF LABOR	
		DAY		Monday to Friday	Saturday
		Week			
<b>Masons.</b>					
Railroads A and B (Boston), . . . . .	\$3.50		9	9	54
Railroad B, . . . . .	3.50, 3.00		10	10	60
Railroad C, . . . . .	3.40, 3.30, 3.15, 2.90, 2.80, 2.55, 2.30, 2.15		10	8	58
<b>Masons' Helpers.</b>					
Railroad B, . . . . .	2.10, 1.85		10	10	60
<b>Painters.</b>					
Railroads A and B (Boston), . . . . .	2.50		9	9	54
Railroad B, . . . . .	2.65		10	10	60
Railroad C, . . . . .	2.90, 2.80, 2.65		10	8	58
<b>Pipe Fitters and Helpers.</b>					
Railroad B (steam), . . . . .	2.90		10	10	60
Railroad C, . . . . .	3.15, 3.10, 2.85, 2.80, 2.65, 2.55, 2.40, 2.30, 2.05		10	8	58
Railroad B (helpers, steam), . . . . .	2.10		10	10	60
Railroad C (helpers), . . . . .	2.15, 2.05, 2.00, 1.95		10	8	58
<b>Plumbers.</b>					
Railroad B, . . . . .	2.90		10	10	60
Railroad C, . . . . .	3.40, 3.15, 2.80, 2.65, 2.55		10	8	58
<b>Plumbers' Helpers.</b>					
Railroad B, . . . . .	2.10		10	10	60
Railroad C, . . . . .	2.15, 2.00, 1.80		10	8	58
<b>Rodmen.</b>					
Railroad B, . . . . .	11.50		8	5	45
<b>Roofers.</b>					
Railroads A and B (Boston), . . . . .	3.00		9	9	54
Railroad B, . . . . .	3.15, 2.90		10	10	60
<b>Stonecutters.</b>					
Railroad C, . . . . .	2.90		10	8	58
<b>Switchfitters, Chief.</b>					
Railroad B, . . . . .	3.20		10	10	60
<b>Switchfitters.</b>					
Railroad B, . . . . .	2.95, 2.70		10	10	60
<b>Timekeepers, Work Train.</b>					
Railroad B, . . . . .	2.00		10	10	60
<b>Tinsmiths.</b>					
Railroad B, . . . . .	2.90		10	10	60
Railroad C, . . . . .	3.15, 2.90, 2.85, 2.80, 2.70, 2.65, 2.60, 2.30		10	8	58
<b>Trackmen.</b>					
Railroad C, . . . . .	1.90, 1.80		10	8	58
Railroad C (temporary), . . . . .	1.80, 1.70		10	8	58
<b>Track Supervisors.</b>					
Railroad B, <sup>1</sup> . . . . .	28.75, 23.05		10	10	60
<b>Transitmen.</b>					
Railroad B, . . . . .	17.30		10	10	60
<b>Watchmen.</b>					
Railroad C, . . . . .	2.05		10	8	58
<b>Watermen.</b>					
Railroad B, . . . . .	3.00, 2.90		10	10	60
Railroad B (helpers), . . . . .	2.10		10	10	60

<sup>1</sup> Per week.

TABLE 7. ROUNDHOUSE SERVICE.<sup>1</sup>

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER HOUR (Paid according to class of service, priority of service, or local conditions)	HOURS OF LABOR		
		DAY		Week
		Mon- day to Friday	Satur- day	
<b>Ashpitmen.</b>				
Railroad A, . . . . .	\$0.213, .202, .18	12	12	84
Railroad B (freight terminal), . . . . .	2.195	11	11	77
Railroad B (passenger terminal), . . . . .	.195	10	10	69
Railroad B (other), <sup>2</sup> . . . . .	.185, .18, .16	10	10	66
Railroad C, <sup>4</sup> . . . . .	.15-.195	11	11	70
Railroad B (passenger terminal), . . . . .	.235	12	-	85
<b>Ash Pullers.</b>				
Railroad A, . . . . .	.191	12	12	84
<b>Barnmen.</b>				
Railroad B, . . . . .	.215	10	10	70
<b>Barnmen (Foremen).</b>				
Railroad B, . . . . .	.285	10	10	70
<b>Blacksmiths.</b>				
Railroad A, <sup>6</sup> . . . . .	.394, .384, .362, .352, .341, .33, .32, .309, .30, .287, .255, .245, .234, .223, .22, .213, .21, .18, .145	12	12	84
Railroad B, . . . . .	.38	9	9	54
<b>Blacksmiths' Helpers.</b>				
Railroad B, . . . . .	.24, .23	9	9	54
<b>Boilermakers.</b>				
Railroad A, <sup>6</sup> . . . . .	.40, .384, .378, .368, .32, .314, .30, .29, .28, .27, .26, .255, .24, .235, .234, .225, .223, .22, .218, .215, .213, .202, .20, .191, .19	12	12	84
Railroad B, . . . . .	.40, .39, .375, .36, .34, .33	9	9	54
<b>Boilermakers' Helpers.</b>				
Railroad B, <sup>8</sup> . . . . .	.28, .27, .26, .25, .24	9	9	54

<sup>1</sup> Rates shown for Railroad A went into effect in March, 1916, when an increase of one cent an hour over rates in effect in January, 1915, was established.

Rates shown for Railroad B (other than foremen) went into effect on April 1, 1916, when an increase of one and one-half cents an hour (with a few exceptions) over rates in effect in January, 1915, was established. These exceptions, in the majority of instances, are noted in individual cases. Rates for all foremen and assistant foremen, etc., were increased on May 12, 1916; general foremen and foremen receiving more than 30 cents an hour were granted an increase of 5 per cent; all foremen and assistants receiving 30 cents or less were granted an increase of one and one-half cents an hour.

Rates shown for Railroad C underwent adjustment during the 6 months beginning in the Fall of 1915, and represent increases varying from 10 cents to about 75 cents a day for those receiving hourly or daily rates (the majority of these, however, were increases of 10 to 18 cents a day) to substantial increases for those receiving weekly and monthly rates of wages. Certain occupations and rates, also, were abolished, or transferred to a similar classification.

Rates shown for Railroad D are the same as in effect in October, 1914.

<sup>2</sup> Rate in effect in January, 1915, was 16 cents an hour.

<sup>3</sup> Rate in effect in January, 1915, was .175 cents an hour.

<sup>4</sup> Rates shown are increases of one and one-half cents an hour over rates in effect in January, 1915.

<sup>5</sup> Same rate was in effect in January, 1915.

<sup>6</sup> Same rates are paid to men employed in car shops.

<sup>7</sup> Some employees receiving .375 an hour work 63 hours.

<sup>8</sup> Minimum rate in effect in January, 1915, was .235 cents an hour; some employees receiving 26 cents an hour work 63 hours.

TABLE 7. ROUNDHOUSE SERVICE — CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	(Paid according to class of service, priority of service, or local conditions)	RATES OF WAGES PER HOUR		HOURS OF LABOR		
		DAY		Mon- day to Friday	Satur- day	
<b>Boilermakers (Foremen).</b>						
Railroad B (passenger terminal), . . . . .	<sup>1</sup> \$27.46			10	10	70
<b>Boilerwashers.</b>						
Railroad A, <sup>2</sup> . . . . .	.234, .218, .213, .191			12	12	84
Railroad B (freight terminal), . . . . .	<sup>3</sup> .21			10	10	70
Railroad B (passenger terminal), <sup>4</sup> . . . . .	.28, .275, .245, .195			9	9	54
Railroad B (other), . . . . .	<sup>3</sup> .185			9	9	54
<b>Boilerwashers' Helpers.</b>						
Railroad B (passenger terminal), . . . . .	.20			9	9	54
<b>Callers.</b>						
Railroad A, . . . . .	.202, .191, .18			12	12	84
Railroad B (passenger terminal), . . . . .	<sup>5</sup> .18			11	11	77
				12	12	84
				13	13	91
<b>Car Cleaners.</b>						
Railroad B, <sup>6</sup> . . . . .	.185, .18, .175, .17			9	9	65
				10	10	70
				11	11	77
				12	12	84
				13	13	91
<b>Carpenters.</b>						
Railroad B (inspection dept., freight terminal), . . . . .	.30			10	10	70
Railroad B (passenger terminal), . . . . .	.31			9	9	54
<b>Clerks.</b>						
Railroad A, <sup>2</sup> . . . . .	.378, .373, .365, .35, .335, .31, .309, .302, .287, .277, .271, .27, .26, .255, .245, .24, .239, .234, .223, .22, .213, .191, .18, .12			12	12	84
Railroad B (freight terminal), . . . . .	<sup>3</sup> .17			12	12	84
Railroad B (inspection dept.), <sup>3</sup> . . . . .	.25, .225			10	10	70
Railroad B (passenger terminal), <sup>3</sup> . . . . .	<sup>1</sup> 15.30, <sup>1</sup> 13.60			8	8	48
Railroad B (passenger terminal), <sup>3</sup> . . . . .	.20, .185			10	10	70
Railroad B (other), <sup>3</sup> . . . . .	<sup>1</sup> 15.75, <sup>1</sup> 14.30			13	13	91
Railroad B (other), <sup>1</sup> . . . . .	13.10, 11.20			10	10	70
				—	—	—
<b>Clerks, Chief.</b>						
Railroad B (passenger terminal), <sup>3</sup> . . . . .	125.35			8	8	48
<b>Clerks and Operators.</b>						
Railroad B (passenger terminal), <sup>3</sup> . . . . .	117.15			11	11	66
<b>Coal Handlers.</b>						
Railroad D, <sup>3</sup> . . . . .	112.00			9	8	53
<b>Coal Passers.</b>						
Railroads A and B (Boston), <sup>3</sup> . . . . .	<sup>6</sup> 2.15			9	9	63
Railroad B, . . . . .	<sup>3</sup> .175			12	12	84

<sup>1</sup> Per week.<sup>2</sup> Same rates are paid to men employed in car shops.<sup>3</sup> Same rates were in effect in January, 1915.<sup>4</sup> All rates the same as in effect in January, 1915, except that minimum was .185 cents an hour instead of .195 cents.<sup>5</sup> Minimum rate in effect in January, 1915, was 16 cents an hour.<sup>6</sup> Daily rate.

TABLE 7. ROUNDHOUSE SERVICE — CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER HOUR		HOURS OF LABOR		
	(Paid according to class of service, priority of service, or local conditions)		DAY		Week
	Mon- day to Friday	Satur- day			
<b>Coal Shovelers.</b>					
Railroad C, <sup>1</sup>	<sup>2</sup> \$1.60-1.80		10	10	60
Railroad C (Lynn), <sup>1</sup>	<sup>2</sup> 1.95		10	10	60
Railroad C (terminal), <sup>1</sup>	<sup>2</sup> 1.95		10	10	60
<b>Coal Trimmers.</b>					
Railroad A,	.213		12	12	84
<b>Coalers.</b>					
Railroad A,	.207, .197, .191, .18		12	12	84
<b>Conveyors.</b>					
Railroad A,	.234		12	12	84
<b>Dynamo Men.</b>					
Railroad B (passenger terminal),	.1.245		-	-	82
<b>Elevator Men.</b>					
Railroads A and B (Boston), <sup>1</sup>	<sup>2</sup> 2.15		9	9	63
<b>Elevator Men, Chief.</b>					
Railroads A and B (Boston), <sup>1</sup>	<sup>3</sup> 25.00		9	9	63
<b>Engine Dispatchers.</b>					
Railroad A,	.431, .394, .378, .35, .32, .298, .287, .247, .234		12	12	84
Railroad B (passenger terminal), <sup>1</sup>	<sup>4</sup> 31.75, <sup>3</sup> 22.70, <sup>2</sup> 20.45		10	10	<sup>4</sup> 70
Railroad B (other),	<sup>5</sup> 20.00		10	10	70
<b>Engine House Men.</b>					
Railroad B, <sup>6</sup>	.305, .205, .20, .185, .18, .175		6 10 11 12 -	9 10 11 12 -	54 66 70 77 96
<b>Engine Preparers.</b>					
Railroad B, <sup>7</sup>	.20, .19		12	12	84
<b>Engineers.</b>					
Railroad A (coal),	.32, .287		12	12	84
Railroads A and B (Boston), <sup>1</sup>	<sup>3</sup> 25.00		8	8	56
Railroad C (fuel dept.): <sup>1</sup>					
Air hoisting engineers (terminal),	<sup>2</sup> 2.10		10	10	60
Coal grab engineers,	<sup>2</sup> 2.90		10	10	60
Foremen (outside of Boston),	<sup>2</sup> 2.25-2.50		10	10	60
Hoisting engineers (terminal),	<sup>2</sup> 2.55		10	10	60
Motor hoisting engineers (terminal),	<sup>2</sup> 2.10		10	10	60
<b>Engineers, Assistant.</b>					
Railroads A and B (Boston), <sup>1</sup>	<sup>2</sup> 2.75		8	8	56
Railroads B (electric power house), <sup>1</sup>	<sup>3</sup> 10.10		12	12	84
<b>Engineers, Chief.</b>					
Railroad B (electric power house), <sup>1</sup>	<sup>3</sup> 25.95		12	12	84

<sup>1</sup> Same rates were in effect in January, 1915.<sup>2</sup> Per day.<sup>3</sup> Weekly rate.<sup>4</sup> Some employees receiving \$31.75 a week work 84 hours.<sup>5</sup> Rate in effect in January, 1915, was \$16.85 a week.<sup>6</sup> Minimum rate in effect in January, 1915, was 15 cents an hour.<sup>7</sup> Minimum rate in effect in January, 1915, was 16 cents an hour.

TABLE 7. ROUNDHOUSE SERVICE — CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER HOUR (Paid according to class of service, priority of service, or local conditions)	HOURS OF LABOR		
		DAY		Week
		Mon- day to Friday	Satur- day	
<b>Engineers, Coal Dock.</b>				
Railroad B (freight terminal), <sup>1</sup>	1 \$0.385, .367	{ 10 11	10 11	60 66
<b>Engineers, Stationary.</b>				
Railroad A, <sup>2</sup>	.42, .341, .309, .257, .277, .27, .255, .247, .245, .24, .234, .222, .22, .218, .213, .18	12	12	\$4
Railroad B (freight terminal), <sup>3</sup>	.215	12	12	\$4
Railroad B (passenger terminal), <sup>4</sup>	.36, .30	10	10	{ 69 70
Railroad B (passenger terminal), <sup>1</sup>	3 22.70	12	12	\$4
Railroad B (other), <sup>5</sup>	.27	12	12	\$4
<b>Fire Cleaners.</b>				
Railroad A,	.213, .202, .191, .18	12	12	\$4
Railroad B (freight terminal), <sup>4</sup>	.20	11	11	77
Railroad B (passenger terminal), <sup>4</sup>	.20, .195, .19	10	10	70
Railroad B (other), <sup>5</sup>	.19, .185, .18, .16	{ 10 11 12	{ 11 12	{ 70 78 84
<b>Fire Tenders.</b>				
Railroad A,	.213, .202, .191, .19, .18	12	12	\$4
<b>Firemen.</b>				
Railroads A and B (Boston), <sup>1</sup>	5 2.45	8	8	56
<b>Firemen, Engineers, and Gas Makers (Gas House).</b>				
Railroads A and B (Boston), <sup>1</sup>	5 2.15-2.65	9	9	54
<b>Firemen, Stationary.</b>				
Railroad A, <sup>2</sup>	.42, .341, .309, .257, .277, .27, .255, .247, .245, .24, .234, .223, .22, .218, .213, .18	12	12	\$4
Railroad B, <sup>6</sup>	1.285, .24, .23, 1.225, 1.20	{ 11 12 13	{ 11 12 13	{ 66 84 91
Railroad B (electric power house), <sup>1</sup>	3 15.90	12	12	\$4
<b>Flue Blowers.</b>				
Railroad C, <sup>7</sup>	6.175-.22	12	12	\$4
<b>Flue Cleaners.</b>				
Railroad A, <sup>2</sup>	.22, .213, .202, .191, .18	12	12	\$4
Railroad B (freight terminal), <sup>7</sup>	1 205	12	12	\$4
Railroad B (passenger terminal), <sup>7</sup>	1.245, 1.215, .20	9	9	54
<b>Foremen (n. e. s.).</b>				
Railroad A, <sup>2</sup>	.582, .55, .501, .498, .485, .48, .475, .47, .464, .459, .448, .437, .405, .40, .394, .384, .373, .368, .362, .341, .32, .298, .287, .277, .266, .26, .255, .234	12	12	\$4

<sup>1</sup> Same rate was in effect in January, 1915.<sup>2</sup> Same rates are paid to men employed in car shops.<sup>3</sup> Weekly rate.<sup>4</sup> Minimum rate in effect in January, 1915, was 16 cents an hour.<sup>5</sup> Per day.<sup>6</sup> Minimum rate in effect in January, 1915, was 14 cents an hour.<sup>7</sup> Minimum rate in effect in January, 1915, was 15 cents an hour.

TABLE 7. ROUNDHOUSE SERVICE — CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	(Paid according to class of service, priority of service, or local conditions)	RATES OF WAGES PER HOUR		HOURS OF LABOR			
		DAY		Mon- day to Friday	Satur- day		
		Mon- day to Friday	Satur- day				
<b>Foremen (n. e. s.) — Con.</b>							
Railroad B, <sup>1</sup>	.28.09, 27.41, 25.00, 23.84, 23.57, 22.05, 20.30			{ 10 12 11 12 13 10	10 12 11 12 13 10	70 84 77 84 91 70	
	.335, .29, .24						
Railroad C,	2 3.75-100.00						
Railroad C (fuel dept.):							
Foremen, general (terminal), <sup>3</sup>	.43.75				10	10	70
Foremen (terminal), <sup>2</sup>	.42.60, .42.50				10	10	60
Foremen, day,	.51.90-2.50				10	10	60
Foremen, night, <sup>3</sup>	.41.90-2.10				10	10	60
<b>Foremen, Assistant (n. e. s.).</b>							
Railroad B (freight terminal),	.22			9	9	63	
Railroad B (other), <sup>1</sup>	29.77, 21.50			10	10	70	
<b>Foremen, General (n. e. s.).</b>							
Railroad B, <sup>1</sup>	35.70, 29.77, 27.41			10	10	70	
<b>Foremen, Passenger, Coal Elevator.</b>							
Railroad B (passenger terminal),	1 21.50			10	10	70	
<b>Front End Men.</b>							
Railroad A, <sup>8</sup>	.26, .23, .191, .19			12	12	84	
<b>Fuel Handlers.</b>							
Railroad B (passenger terminal), <sup>7</sup>	.195			{ 10 11 10 11 12	10 11 10 11 12	60 77 60 77 84	
Railroad B (other), <sup>8</sup>	.183, .18, .175, .165, .16						
<b>Fuel Supervisors.</b>							
Railroad B, <sup>3</sup>	1 40.30			10	10	70	
<b>Greasecup Men.</b>							
Railroad A,	.18			12	12	84	
<b>Headlight Men.</b>							
Railroad A,	.191, .18			12	12	84	
Railroad B (passenger terminal),	.18			10	10	70	
<b>Hostlers.</b>							
Railroad A,	.255, .235			{ 12 10 11 12 12	12 10 11 12 12	84 70 77 84 87½	
Railroad B, <sup>3</sup>	.325, .27, .24						
Railroad C,	10.24			12	12	84	

<sup>1</sup> Per week.<sup>2</sup> Minimum daily rate and maximum monthly rate; rates before increase were \$2.10 and \$125, respectively.<sup>3</sup> Same rates were in effect in January, 1915.<sup>4</sup> Per day.<sup>5</sup> Minimum daily rate in effect in January, 1915, was the same; maximum rate was \$2.40 a day.<sup>6</sup> Same rates are paid to men employed in car shops.<sup>7</sup> Rates in effect in January, 1915, were .185 and .175 cents an hour.<sup>8</sup> Rates in effect in January, 1915, were 16 and .165 cents an hour.<sup>9</sup> Rate in effect in January, 1915, was 16 cents an hour.<sup>10</sup> Minimum rate in effect in January, 1915, was .175 cents and maximum rate was .225 cents an hour.

TABLE 7. ROUNDHOUSE SERVICE — CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER HOUR (Paid according to class of service, priority of service, or local conditions)	HOURS OF LABOR		
		DAY		Week
		Mon- day to Friday	Satur- day	
<b>Hostlers' Helpers.</b>				
Railroad B (freight terminal), . . . . .	<sup>1</sup> \$0.24	10	10	70
Railroad B (passenger terminal), . . . . .	<sup>2</sup> .175	11	11	77
<b>Hostlers (Engineers).</b>				
Railroad B, . . . . .	.27	10	10	70
<b>Ice Men.</b>				
Railroads A and B (Boston), <sup>1</sup> . . . . .	.32.30	9	9	63
<b>Inspectors, Air Brake.</b>				
Railroad B (inspection dept., freight terminal), . . . . .	.30	10	10	70
Railroad B (passenger terminal), <sup>1</sup> . . . . .	<sup>4</sup> .22.70	10	10	70
<b>Inspectors, Car.</b>				
Railroad B, . . . . .	.295, .27, .255	{ 10- 12	{ 10- 12	{ 60 70 72 76 77 82 84
<b>Inspectors, Car (Foremen).</b>				
Railroad B (freight terminal), . . . . .	.385	{ 10 12	{ 10 12	{ 70 70 84
Railroad B (other), . . . . .	.29			
<b>Inspectors, Car (Foremen, Assistant).</b>				
Railroad B (freight terminal), . . . . .	.29	{ 10½ 11	{ 10½ 11	{ 73 77
<b>Inspectors, Engine.</b>				
Railroad B (freight terminal), . . . . .	.345, .32	9	9	54
Railroad B (passenger terminal), . . . . .	.36	9	9	54
Railroad B (other), . . . . .	.32, .315, .30, .295, .215	{ - 9 11 12	{ - 9 11 12	{ 49 54 77 84
<b>Inspectors, Front End.</b>				
Railroad B (passenger terminal), . . . . .	.35,	9	9	54
<b>Laborers.</b>				
Railroad A, <sup>5</sup> . . . . .	.295, .26, .234, .22, .213, .207, .202, .191, .18	12	12	84
Railroad B, . . . . .	.18, .175, .17, .16	{ 10 11 12	{ 10 11 12	{ 60 70 84
Railroad C, . . . . .	.165-.185	10	10	70
<b>Locomotive Crane Operators.</b>				
Railroad B, . . . . .	.32	12	12	84

<sup>1</sup> Same rate was in effect in January, 1915.<sup>2</sup> Minimum rate in effect in January, 1915, was 15 cents an hour.<sup>3</sup> Daily rate.<sup>4</sup> Weekly rate.<sup>5</sup> Same rates are paid to men employed in car shops.

TABLE 7. ROUNDHOUSE SERVICE—CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER HOUR		HOURS OF LABOR		
	(Paid according to class of service, priority of service, or local conditions)		DAY		Week
	Monday to Friday	Satur- day			
<b>Machinists.</b>					
Railroad A, <sup>1</sup>	\$0.394, .378, .362, .357, .352, .341, .33, .325, .32, .309, .30, .298, .29, .287, .277, .27, .266, .26, .255, .25, .245, .24, .235, .234, .223, .22, .213, .21, .207, .202, .191, .19	12	12	84	
Railroads A and B (Boston), <sup>2</sup>	32.90-3.20	9	9	63	
Railroad B,	.395, .385, .375, .36, .345, .335, .32, .315	9	9	454	
<b>Machinists' Helpers.</b>					
Railroad B,	.355, .30, .28, .27, .26, .255, .25, .245, .235, .23, .22	9	9	49	
		11	11	54	
				63	
<b>Machinists, Assistant.</b>					
Railroads A and B (Boston), <sup>2</sup>	32.15-2.55	9	9	63	
<b>Machinists (Foremen).</b>					
Railroad B (freight terminal),	524.99	10	10	70	
<b>Messengers.</b>					
Railroad B (passenger terminal), <sup>2</sup>	57.85	8	8	48	
<b>Oilers.</b>					
Railroad A,	.245, .234, .213, .191	12	12	84	
Railroad B (freight terminal),	.218	9	9	54	
Railroad B (passenger terminal),	.31, .24, .195	9	9	54	
Railroad B (other), <sup>2</sup>	515.90	10	10	669	
		12	12	84	
<b>Oilers, Car.</b>					
Railroad B (inspection dept., freight terminal),	.255	10	10	70	
<b>Oil Room Men.</b>					
Railroad A, <sup>1</sup>	.202, .191	12	12	84	
<b>Painters.</b>					
Railroad B (passenger terminal),	.315, .30	9	9	54	
<b>Pipefitters.</b>					
Railroad B (inspection dept., freight terminal),	.325	10	10	70	
Railroad B (passenger terminal),	.375, .36	9	9	54	
<b>Pipefitters' Helpers.</b>					
Railroad B (passenger terminal),	.295, .26	9	9	54	

<sup>1</sup> Same rates are paid to men employed in car shops.<sup>2</sup> Same rates were in effect in January, 1915.<sup>3</sup> Daily rates.<sup>4</sup> Some employees receiving .375 an hour work 63 hours.<sup>5</sup> Weekly rate.<sup>6</sup> Employees receiving 24 cents work 69 hours.

TABLE 7. ROUNDHOUSE SERVICE—CONTINUED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER HOUR (Paid according to class of service, priority of service, or local conditions)	HOURS OF LABOR		
		DAY		Week
		Mon- day to Friday	Satur- day	
<b>Pumpers.</b>				
Railroad B (passenger terminal), . . . . .	\$14.55	9	9	63
Railroad B (other), . . . . .	.23, <sup>1</sup> .225, <sup>2</sup> .195, <sup>1</sup> .19, <sup>2</sup> .18	10	10	60
		11	11	70
		12	12	77
		13	13	84
				91
<b>Repairmen.</b>				
Railroad A, <sup>3</sup> . . . . .	.293, .223, .202, .191	12	12	84
Railroads A and B (Boston), <sup>2</sup> . . . . .	.275	9	9	63
Railroad B (air brake, freight terminal), . . . . .	.395	9	9	54
Railroad B (air brake, passenger terminal), . . . . .	.385, .36	9	9	54
<b>Road Foremen (Engines).</b>				
Railroad B, . . . . .	142.32	10	10	70
<b>Rodcup Men.</b>				
Railroad A, . . . . .	.213	12	12	84
<b>Sand Dryers.</b>				
Railroad B, . . . . .	.18, .175	10	10	70
		11	11	77
		12	12	84
<b>Sandhouse Men.</b>				
Railroad A, . . . . .	.213, .191, .18	12	12	84
<b>Sparkers.</b>				
Railroad A, . . . . .	.213	12	12	84
<b>Stenographers.</b>				
Railroad B (passenger terminal), <sup>2</sup> . . . . .	15.90, <sup>1</sup> 13.60	8	8	48
<b>Storekeepers.</b>				
Railroad A, . . . . .	.373, .314, .287, .271, .25, .245, .234, .223, .22, .202, .191, .18	12	12	84
<b>Tablemen.</b>				
Railroad C, . . . . .	5.15-.205	12	12	84
<b>Tinsmiths.</b>				
Railroad B (passenger terminal), . . . . .	.325	9	9	54
<b>Tool Checkers.</b>				
Railroad B (freight terminal), . . . . .	.20	10	10	70
Railroad B (passenger terminal), . . . . .	.20	12	12	84
Railroad B (other), . . . . .	.17, .16	10	10	70
		11	11	77
<b>Trolley Car Men.</b>				
Railroad B (freight terminal), . . . . .	.225	10	10	60
<b>Trolleymen.</b>				
Railroad B (engineers, coal dock), . . . . .	.32 <sup>2</sup> <sub>3</sub>	—	—	—
Railroad B (freight terminal), . . . . .	.2315	10	10	60

<sup>1</sup> Weekly rate.<sup>2</sup> Same rates were in effect in January, 1915.<sup>3</sup> Same rates are paid to men employed in car shops.<sup>4</sup> Daily rate.<sup>5</sup> Minimum rate in effect in January, 1915, was 14 cents an hour.<sup>6</sup> Minimum rate in effect in January, 1915, was 15 cents an hour.<sup>7</sup> Rates in effect in January, 1915, were 16 and 18 cents an hour.

TABLE 7. ROUNDHOUSE SERVICE — CONCLUDED.

BRANCHES OF SERVICE AND OCCUPATIONS.	RATES OF WAGES PER HOUR (Paid according to class of service, priority of service, or local conditions)	HOURS OF LABOR		
		DAY		Week
		Mon- day to Friday	Satur- day	
<b>Turntablemen.</b>				
Railroad A, . . . . .	\$0.223, .213, .202, .18	12	12	84
Railroad B, <sup>1</sup> . . . . .	.20, .16	{ 11	11	66
Railroad D, <sup>2</sup> . . . . .	<sup>3</sup> 12.60	{ 12	12	84
<sup>9</sup>		9	8	53
<b>Watchmen.</b>				
Railroad A, <sup>4</sup> . . . . .	.213, .207, .202, .191, .18	{ 12	12	84
Railroad B (passenger terminal), <sup>2</sup> . . .	.225, .195, .18	{ 10	10	70
		{ 12	12	84
		{ 11	11	77
Railroad B (other), . . . . .	<sup>2</sup> .20, <sup>2</sup> .1994, .19, .175	{ 12	12	84
		{ 13	13	91
		{ -	-	102
Railroad C, . . . . .	<sup>5</sup> .15-2.14	{ 12	12	108
				84
<b>Watchmen, Engine.</b>				
Railroad B, <sup>6</sup> . . . . .	.225, .22, .205, .20, .185, .18, .175, .17, .165, .16	{ 11	11	72
		{ 12	12	77
		{ 13	13	84
		{ 13½	13½	91
				105
<b>Water Tenders.</b>				
Railroad B, <sup>7</sup> . . . . .	<sup>2</sup> .20	12	12	84
<b>Wipers.</b>				
Railroad A, . . . . .	.213, .202, .191, .18	12	12	84
Railroad B (passenger terminal), . . . . .	<sup>6</sup> .175	10	10	70
		{ 10	10	60
Railroad B (other), <sup>1</sup> . . . . .	.18, .175, .16	{ -	-	70
		{ 12	12	78
Railroad B (foremen, passenger terminal), . .	<sup>3</sup> 22.05	10	10	84
Railroad B (foremen, assistant, passenger terminal), . . . . .	<sup>3</sup> 18.66	11	11	77
Railroad C, <sup>7</sup> . . . . .	<sup>9</sup> .165-.26	10	10	70
Railroad D, <sup>2</sup> . . . . .	<sup>3</sup> 13.25	9	8	53
<b>Wreckmasters.</b>				
Railroad B (passenger terminal), . . . . .	.365	9	9	54

<sup>1</sup> Rate in effect in January, 1915, was 16 cents an hour.<sup>2</sup> Same rates were in effect in January, 1915.<sup>3</sup> Weekly rate.<sup>4</sup> Same rates are paid to men employed in car shops.<sup>5</sup> Minimum hourly rate and maximum daily rate; rates in effect in January, 1915, were .125 and 19 cents an hour, minimum and maximum.<sup>6</sup> Rates readjusted; one rate (.235 cents an hour) abolished; minimum rate same as in effect in January, 1915.<sup>7</sup> Rate of .185 cents in effect in January, 1915, has been abolished.<sup>8</sup> Minimum rate in effect in January, 1915, was 15 cents an hour.<sup>9</sup> Rates in effect in January, 1915, were 13 and 21 cents an hour, minimum and maximum.

## B. STREET RAILWAY SERVICE.

TABLE 8. OPERATION OF CARS.

COMPANIES.	YEARS OF SERVICE AND RATES PER HOUR								
	1st 6 Mos.	2d 6 Mos.	2d Year	3d Year	4th Year	5th Year	6th Year	7th Year	8th Year and After
<b>Motormen and Conductors — Surface Lines.</b>									
Bay State St. Ry. Co., . . . .	\$0.24 $\frac{1}{2}$	\$0.25	\$0.26	\$0.27	\$0.28	\$0.29	\$0.30	\$0.30	\$0.30
Boston Elevated Ry. Co., . . . .	.26 $\frac{3}{4}$	.27	.28 $\frac{1}{4}$	.29	.29 $\frac{1}{2}$	.30 $\frac{1}{2}$	.32	.32	.32
Berkshire St. Ry. Co., . . . .	.23	.24 $\frac{1}{2}$	.26	.27	.28 $\frac{1}{2}$				
Boston & Worcester St. Ry. Co., <sup>1</sup> . . . .	.24	.24	.25	.26	.27	.28	.29	.29	.29
Concord, Maynard and Hudson St. Ry. Co., . . . .	.22	.22	.22 $\frac{1}{2}$	.23 $\frac{1}{2}$	.24	.24 $\frac{1}{2}$	.25	.25 $\frac{1}{2}$	.26 $\frac{1}{2}$
Connecticut Valley St. Ry. Co., . . . .	.20	.20	.21	.22	.23	.24	.25	.25	.25
Haverhill and Amesbury St. Ry. Co. <sup>2</sup>									
Holyoke St. Ry. Co., . . . .	.23	.24 $\frac{1}{2}$	.26	.27	.28 $\frac{1}{2}$				
Interstate Consolidated St. Ry. Co., . . . .	.25	.26 $\frac{1}{2}$	.28	.29	.30 $\frac{1}{2}$				
Mass. Northeastern St. Ry. Co., . . . .	.22 $\frac{1}{2}$	.23	.24	.25	.26	.27	.28 $\frac{1}{2}$	.28 $\frac{1}{2}$	.28 $\frac{1}{2}$
Middlesex & Boston St. Ry. Co., . . . .									
Middlesex & Boston St. Ry. Co., . . . .									
Milford & Uxbridge St. Ry. Co., . . . .									
Milford, Attleborough & Woonsocket St. Ry. Co., . . . .	.25	.26 $\frac{1}{2}$	.28	.29	.30 $\frac{1}{2}$				
New Bedford & Onset St. Ry. Co., . . . .	.25	.25	.26	.27	.28	.30	.30	.30	.30
Northampton St. Ry. Co., . . . .	.25	.25	.26	.27	.28	.29	.30	.30	.30
Northern Mass. St. Ry. Co., . . . .	.20	.20	.21	.22	.23	.24	.24	.24	.24
Springfield St. Ry. Co., <sup>5</sup> . . . .	2.30	2.45	2.60	2.70	2.85	2.85	2.85	2.85	2.85
Union St. Ry. Co. (New Bedford), . . . .	.25	.25	.26	.27	.28	.29	.30	.30	.30
Worcester Consolidated St. Ry. Co., . . . .	.25	.26 $\frac{1}{2}$	.28	.29	.30 $\frac{1}{2}$				

OCCUPATIONS AND COMPANIES.	YEARS OF SERVICE AND RATES PER HOUR					
	1st Year	2d Year	3d Year	4th Year	5th Year	6th-10th Year
<b>Brakemen, Rapid Transit Lines.</b>						
Boston Elevated Ry. Co., . . . . .	\$0.22	\$0.22 $\frac{1}{2}$	\$0.23 $\frac{1}{4}$	\$0.23 $\frac{3}{4}$	\$0.24 $\frac{1}{4}$	\$0.24 $\frac{3}{4}$
<b>Collectors.</b>						
Boston Elevated Ry. Co., . . . . .	{ .15 .16	{ .17 .18	.19	.19	.19	.19
<b>Gatemen, Rapid Transit Lines.</b>						
Boston Elevated Ry. Co., . . . . .	.18 $\frac{1}{2}$	.19 $\frac{1}{2}$	.20	.20 $\frac{1}{4}$	.20 $\frac{1}{4}$	.21
<b>Guards, Rapid Transit Lines.</b>						
Boston Elevated Ry. Co., . . . . .	.25 $\frac{1}{2}$	.26 $\frac{1}{2}$	.27	.27 $\frac{1}{2}$	.28	.28
<b>Motormen, Rapid Transit Lines.</b>						
Boston Elevated Ry. Co., . . . . .	.30 $\frac{1}{4}$	.31	.31 $\frac{1}{4}$	.32 $\frac{1}{2}$	.33 $\frac{1}{4}$	.34

<sup>1</sup> Minimum wage \$2.40 for 8 to 9 hours.<sup>2</sup> Rate for 8th year; for 9th year, 26 $\frac{1}{2}$  cents; and for 10th year and after, 27 cents.<sup>3</sup> Merged with Massachusetts Northeastern St. Ry. Co.<sup>4</sup> After Dec. 1, 1915, rate increased to 31 cents.<sup>5</sup> Rates per day for 9 hours' work.<sup>6</sup> Smaller rate paid for first 6 months of the year; larger rate for second 6 months.

TABLE 9. CONSTRUCTION, MAINTENANCE AND REPAIR SERVICE.

RAILWAYS <sup>1</sup> AND OCCUPATIONS.	Hourly Rates of Wages <sup>2</sup>	HOURS OF LABOR		RAILWAYS AND OCCUPATIONS.	Hourly Rates of Wages	HOURS OF LABOR				
		Day	Week			Day	Week			
<b>Armature Room Workers.</b>										
<i>Armature Winders.</i>										
Railway No. 1, . . .	{ <sup>3</sup> \$2.45- 3.04 .245	9	54	Railway No. 3, . . .	\$0.275	10	55			
Railway No. 2, . . .	{ .275 .32 .40	-	51	Railway No. 6, . . .	{ .25 .285- .30	10	60			
Railway No. 3, . . .	.275	10	55	Railway No. 7, . . .	{ .30 .333	9 1/2	65 1/2			
Railway No. 3 (foremen), . . .	.33	10	55	Railway No. 11, . . .	{ .30 .333	9	-			
Railway No. 4, . . .	.2917	9	62	Railway No. 14, . . .	{ .35 .225	10	70			
Railway No. 6, . . .	.30	10	60	Railway No. 16 (repairmen), <sup>3</sup>	{ 2.40 2.75	9	62			
Railway No. 7, . . .	{ 5.285- .30	{ 9 1/2 6 65 1/2		Railway No. 17, . . .	{ .195- .26	9	54			
Railway No. 9, . . .	{ 6.30- .3167	-	54	Railway No. 18, . . .	{ 2.40 2.25	9	-			
Railway No. 10, . . .	.325	9	54	<i>Foremen, General.</i>		Railway No. 16, . . .				
Railway No. 11, . . .	.30	9	-	<i>Insulators.</i>		<i>Lathe Hands.</i>				
Railway No. 14, . . .	.333	10	60	Railway No. 1 (men), . . .	8 2.295	9	54			
Railway No. 16, <sup>4</sup> . . .	{ 2.75 3.00	9	62	Railway No. 2 (women), . . .	.19	-	51			
Railway No. 16 (helpers), . . .	{ 8.200 6.195-	9	62	Railway No. 1, . . .	{ 3 2.4875- 2.916	9	54			
Railway No. 17, . . .	{ .26 2.475	9	54	Railway No. 2, . . .	{ .275 .32	-	51			
Railway No. 18, . . .	{ 7 24.00 2.00 2.20	9	-	Railway No. 3, . . .	{ .2475 6.225-	10	55			
Railway No. 18, <sup>5</sup> . . .	{ 2.475 2.75 3.00	9	-	Railway No. 6, . . .	{ .25 .30	10	60			
<i>Coil Winders.</i>				Railway No. 7, . . .	{ 9 1/2 2.50	9 1/2	65 1/2			
Railway No. 1, . . .	{ 3 2.95- 2.34 .19	9	54	Railway No. 11, . . .	{ .25 .25	9	-			
Railway No. 2, . . .	{ .245 .275 .32	-	51	<i>Power Stationmen.</i>		Railway No. 1, . . .				
Railway No. 10, . . .	{ .23 .29	9	54	Railway No. 2, . . .	{ 3 2.295- 2.34	9	54			
Railway No. 17, . . .	{ 6.195- .26	9	54	Railway No. 1, . . .	{ .40 2.00	-	51			
<i>Controller Workmen.</i>				Railway No. 2, . . .	{ 2.05 2.05	9	62			
Railway No. 1, . . .	{ 3 2.25- 2.74	9	54	<i>Babbitters and Helpers.</i>		Railway No. 1, . . .				
Railway No. 2, . . .	{ .19 .245 .32	-	51	Railway No. 16, . . .	{ 8 2.45 8 2.25 8 2.25	9	54			
				Railway No. 18, . . .	{ 8 2.25 8 2.25 8 2.25	9	62			

<sup>1</sup> Returns received from 18 street railway companies, the list of which is shown on page 45, showed rates of wages and hours of labor in effect on October 1, 1915, for all uniformed men and also for all occupations not peculiar to street railway service but also common to many other industries. For the sake of shortening titles the numerals designating the several railway systems have been used in tabulating the returns.

On Railway No. 1 a minimum rate of \$2.25 a day is paid to all mechanical occupations (other than electrical linemen) at the end of one year of service.

<sup>2</sup> Rates of wages are graded according to class of service or priority of service.

<sup>3</sup> Minimum and maximum daily rates.

<sup>4</sup> On Sundays and holidays receive 9 hours' pay for 8 hours' work.

<sup>5</sup> Minimum and maximum hourly rates.

<sup>6</sup> Work on Sunday; day consists of one hour less working hours than on the other six days of the week.

<sup>7</sup> Weekly rate.

<sup>8</sup> Daily rate.

TABLE 9. CONSTRUCTION, MAINTENANCE AND REPAIR SERVICE —  
CONTINUED.

RAILWAYS AND OCCUPATIONS.	Hourly Rates of Wages	HOURS OF LABOR		RAILWAYS AND OCCUPATIONS.	Hourly Rates of Wages	HOURS OF LABOR					
		Day	Week			Day	Week				
<b>Blacksmiths and Horse-shoers.</b>											
Railway No. 1, . . . .	{ 1 \$2.295- 3.02 2 21.35	9	54	Railway No. 1, . . . .	{ 1 \$1.82- 2.727 .21	9	62				
Railway No. 1 (sub-foremen, car shop),		9	54	Railway No. 2, . . . .	{ .165 .1925	-	62				
Railway No. 2 (car house), .	.32 .30 .32	-	62	Railway No. 3, . . . .	{ .2042 .2222 .20	10	55				
Railway No. 2 (car shop), .	.33 .37 .385 .39 .39	-	51	Railway No. 4, . . . .	{ .2222 .20 .22 .235 .17	9	62				
Railway No. 2 (road dept.), .	{ .30 .385	-	56	Railway No. 7, . . . .	{ .20 .23 .2222 .175	9	58				
Railway No. 2 (road dept.), .	.33	-	48	Railway No. 10, . . . .	{ .20 .23 .2222 .20	9	-				
Railway No. 2 (stable), .	.30	-	70	Railway No. 11, . . . .	{ .2222 .175 .200	9	62				
Railway No. 3 (car shop), .	.3025	10	55	Railway No. 16, <sup>6</sup> . . . .	{ .220 .175 .2.475	9	62				
Railway No. 4, . . . .	{ .2222 .2917	9	62	Railway No. 16 (foremen), .	{ .185- .24	9	63				
Railway No. 6 (car house and car shop), .	{ .225- .25	10	60	Railway No. 17, . . . .	{ .175 .200	9	-				
Railway No. 6 (other), .	.30	10	60	Railway No. 18, <sup>5</sup> . . . .	{ .24 .2.00	9	-				
Railway No. 7, . . . .	.25	9 $\frac{1}{2}$	65 $\frac{1}{2}$								
Railway No. 9, . . . .	.3333	-	54	<b>Car House Employees, General.</b>							
Railway No. 10, . . . .	{ .30 .35	9	54	Railway No. 1, . . . .	{ 1 2.65- 2.9333 .165	9	62				
Railway No. 11, . . . .	.3333	9	-	Railway No. 3, . . . .	{ .175 .1925 .22	10	55				
Railway No. 13 (car shop), .	.33	10	60	Railway No. 9, . . . .	{ 1.175- .2444 .23 .25	-	54				
Railway No. 14 (car house), .	.275	10	60	Railway No. 10, . . . .	{ .26 .25	9	58				
Railway No. 16, . . . .	6 3.15	9	62	Railway No. 11, . . . .	{ .25	9	-				
Railway No. 17, . . . .	{ 4.24- .33	9	54	Railway No. 13, . . . .	{ .20- .27	9	63				
Railway No. 18 (car house), <sup>6</sup>	{ 2.75- 3.025	9	-	Railway No. 17, . . . .	{ 2 21.00	10	70				
<b>Blacksmiths' and Horse-shoers' Helpers.</b>											
Railway No. 1 (car house), .	{ 1 2.45- 2.55	9	62	<b>Car Shifters.</b>							
Railway No. 1 (car shop), .	{ 1 2.34- 2.60	9	54	Railway No. 1, . . . .	{ 1 2.115- 2.445 .21	9	62				
Railway No. 2 (car shop), .	{ .225- .24	-	51	Railway No. 2, . . . .	{ .24 .25	-	62				
Railway No. 3, . . . .	{ .22 .2475	10	55	Railway No. 4, . . . .	{ .25 .28	9	62				
Railway No. 4, . . . .	.2222	9	62	Railway No. 16, <sup>6</sup> . . . .	{ 2.00 .4.75	9	62				
Railway No. 7, . . . .	.20	9 $\frac{1}{2}$	65 $\frac{1}{2}$	Railway No. 16 (foremen), .	{ 2 22.00 .2.20	9	-				
Railway No. 9, . . . .	{ 4.2222- .2889	-	54	Railway No. 18, <sup>5</sup> . . . .	{ 2.35 .2.375 .2.475	9	-				
Railway No. 10, . . . .	.23	9	54								
Railway No. 16, . . . .	6 2.475	9	62								
Railway No. 17, . . . .	{ 4.225- .24	9	54								
Railway No. 18, <sup>6</sup> . . . .	{ 2.20- 2.50	9	-								
<b>Brass Finishers.</b>											
Railway No. 2, . . . .	{ .275 .32	-	51	<b>Car Washers.</b>							
				Railway No. 4, . . . .	.2042	9	62				

<sup>1</sup> Minimum and maximum daily rates.<sup>2</sup> Weekly rate.<sup>3</sup> On Sundays and holidays receive 9 hours' pay for 8 hours' work.<sup>4</sup> Minimum and maximum hourly rates.<sup>5</sup> Work on Sunday; day consists of one hour less working hours than on the other six days of the week.<sup>6</sup> Daily rate.

TABLE 9. CONSTRUCTION, MAINTENANCE AND REPAIR SERVICE  
— CONTINUED.

RAILWAYS AND OCCUPATIONS.	Hourly Rates of Wages	HOURS OF LABOR		RAILWAYS AND OCCUPATIONS.	Hourly Rates of Wages	HOURS OF LABOR	
		Day	Week			Day	Week
<b>Car Workers, General.</b>				<b>Carpenters — Con.</b>			
Railway No. 1, . . . .	{ \$2.16- 2.92	9	2 62	Railway No. 17 (car shop), .	{ \$0.28- .335	9	54
Railway No. 6, . . . .	{ .225- .25	10	70	Railway No. 17 (road dept.), .	{ .19- .33	9	54
Railway No. 15, . . . .	{ .225- .25	10	60	Railway No. 17 (other), .	{ .28- .335	9	63
Railway No. 17, . . . .	{ .195- .37	9	63	Railway No. 18 (car shop), .	{ 24.00- 2.75	9	63
				Railway No. 18 (car shop), <sup>4</sup> .	{ 3.00- 3.025	9	63
				Railway No. 18 (road dept.), .	{ .25- .275	9	—
<b>Carpenters.</b>				<b>Carpenters (Foremen).</b>			
Railway No. 1 (bridge dept.), .	{ 2.59- 2.84	9	54	Railway No. 1 (building dept.), .	{ 28.00- 34.62	9	54
Railway No. 1 (building dept.), .	{ 2.97- 4.08	9	54	Railway No. 3 (road dept.), .	{ .25- 2.75	10	60
Railway No. 1 (car shop), .	{ 2.322- 3.57	9	54	Railway No. 4 (road dept.), .	{ 2.25- 3.225	9	63
Railway No. 1 (helpers, car shop).	{ 2.59- 2.74	9	54	Railway No. 6 (road dept.), .	{ .30- 30.00	9	54
Railway No. 1 (insidemen), .	{ 2.71- .27	9	54	Railway No. 7 (road dept.), .	{ .30- 30.00	9	54
Railway No. 2 (building dept.), .	{ .33- .36	—	51	Railway No. 9 (road dept.), .	{ .30- 19.00	—	60
Railway No. 3 (car shop), .	{ .25- .275	10	55	Railway No. 10 (road dept.), .	{ 21.00- 22.50	9	63
Railway No. 3 (road dept.), .	.175	10	60	Railway No. 11 (road dept.), .	{ .3333- 3333	9	—
Railway No. 4 (car shop), .	{ .2778- .28	9	52	Railway No. 13 (road dept.), .	{ .30- 30	9	54
Railway No. 4 (road dept.), .	.17	9	54	Railway No. 14 (road dept.), .	{ .30- 39	10	60
Railway No. 5 (maintenance dept.), .	{ .225- .25	10	60	Railway No. 17 (road dept.), .	{ .39- 54	9	54
Railway No. 6, . . . .	{ .275- .275	9	54	<b>Carpenters (Foremen, Sub-).</b>			
Railway No. 7 (road dept.), .	{ .2222- .25	9	54	Railway No. 1 (building dept.), .	{ 13.105- 3.13	9	54
Railway No. 7 (other), .	{ .24- .25	—	60	Railway No. 2 (building dept.), .	{ .43- .48	—	51
Railway No. 9 (road dept.), .	{ .25- .21	9 1/2	2 65 1/2	Railway No. 6 (road dept.), .	{ .225- .2778	9	54
Railway No. 9 (other), .	{ .2611- .3333	—	54	Railway No. 7 (road dept.), .	{ .3056- .3333	9	54
Railway No. 10, . . . .	{ .29- .325	9	54	Railway No. 10 (road dept.), .	{ .3611- .2778	9	54
Railway No. 11 (road dept.), .	{ .20- .25	9	—	Railway No. 14 (road dept.), .	{ .2778- .25	10	60
Railway No. 11 (other), .	{ .2778- .2778	9	—	<b>Carpenters and Wood-workers.</b>			
Railway No. 13 (car shop), .	{ .20- .33	9	63-70	Railway No. 1 (woodworkers), .	{ 12.322- 3.57	9	54
Railway No. 13 (road dept.), .	{ .175- .20	9	54	Railway No. 2 (car shop), .	{ .26- .30	—	51
Railway No. 14, . . . .	{ .24- .25	10	60	Railway No. 2 (maintenance dept.), .	{ .33- .33	—	56
Railway No. 15, . . . .	{ .25- .25	9	54	Railway No. 2 (road dept.), .	{ .311- .342	—	54
Railway No. 16, <sup>4</sup> . . . .	{ .250- .264	9	2 62	Railway No. 2 (sub-foremen), .	{ .344- .36	—	51
	{ .3025						

<sup>1</sup> Minimum and maximum daily rates.<sup>2</sup> Work on Sunday; day consists of one hour less working hours than on the other six days of the week.<sup>3</sup> Minimum and maximum hourly rates.<sup>4</sup> Daily rate.<sup>6</sup> On Sundays and holidays receive 9 hours' pay for 8 hours' work.<sup>6</sup> Weekly rate.<sup>7</sup> Minimum and maximum weekly rates.

TABLE 9. CONSTRUCTION, MAINTENANCE AND REPAIR SERVICE —  
CONTINUED.

RAILWAYS AND OCCUPATIONS.	Hourly Rates of Wages	HOURS OF LABOR		RAILWAYS AND OCCUPATIONS.	Hourly Rates of Wages	HOURS OF LABOR	
		Day	Week			Day	Week
<b>Chauffeurs.</b>				<b>Electricians (Linemen).</b>			
Railway No. 1 (car shop), .	1 \$18.70	9	54	Railway No. 1:			
<b>Clerks.</b>				Drivers, <sup>5</sup> . . . . .	\$0.2457 .25 .2544 .255 .2764 .2813 .2862 .2869 .21.50 .23.00 .24.00 .25.00 .21.00 .2878	9	4 62
Railway No. 2 [includes armature room, power station, stock room (shop), stores dept., and wires and conduits dept.]. <sup>1</sup>	{ 12.00 13.00 14.00 15.00 16.50 18.00		{ 43 $\frac{3}{4}$ 45 50 $\frac{1}{2}$ 51	Drivers (Sundays and holidays).	.2544 .255 .2764 .2813 .2862 .2869 .21.50 .23.00 .24.00 .25.00 .21.00 .2878 .3238 .2544 .255 .2862 .2869 .2233 .25 .255 .2512 .2813 .2869 .2133 .3322 .3378 .3433 .3737 .38 .3862 .3156 .3551 .3433 .3862 .3322 .3737 .3156 .3551 .3378 .3156 .3551 .42 .49 .29 .34 .40 .41 .43 .25 .20	9	4 62
<b>Draftsmen.</b>				Foremen, <sup>1</sup> . . . . .	.25 .24.00 .25.00 .21.00 .2878 .3238 .2544 .255 .2862 .2869 .2233 .25 .255 .2512 .2813 .2869 .2133 .3322 .3378 .3433 .3737 .38 .3862 .3156 .3551 .3433 .3862 .3322 .3737 .3156 .3551 .42 .49 .29 .34 .40 .41 .43 .25 .20	9	4 62
Railway No. 1 (car shop), .	1 21.60	9	54	Foremen, sub-, . . . . .	.25 .24.00 .25.00 .21.00 .2878 .3238 .2544 .255 .2862 .2869 .2233 .25 .255 .2512 .2813 .2869 .2133 .3322 .3378 .3433 .3737 .38 .3862 .3156 .3551 .3433 .3862 .3322 .3737 .3156 .3551 .42 .49 .29 .34 .40 .41 .43 .25 .20	9	4 62
Railway No. 1 (wire, car shop), . . . . .	2 2.69	9	54	Helpers, first class, . . . . .	.25 .24.00 .25.00 .21.00 .2878 .3238 .2544 .255 .2862 .2869 .2233 .25 .255 .2512 .2813 .2869 .2133 .3322 .3378 .3433 .3737 .38 .3862 .3156 .3551 .3433 .3862 .3322 .3737 .3156 .3551 .42 .49 .29 .34 .40 .41 .43 .25 .20	9	4 62
<b>Draw Tenders.</b>				Helpers, first class (Sundays and holidays), . . . . .	.25 .24.00 .25.00 .21.00 .2878 .3238 .2544 .255 .2862 .2869 .2233 .25 .255 .2512 .2813 .2869 .2133 .3322 .3378 .3433 .3737 .38 .3862 .3156 .3551 .3433 .3862 .3322 .3737 .3156 .3551 .42 .49 .29 .34 .40 .41 .43 .25 .20	9	4 62
Railway No. 2, . . . . .	.32	-	56	Helpers, second class, . . . . .	.25 .24.00 .25.00 .21.00 .2878 .3238 .2544 .255 .2862 .2869 .2233 .25 .255 .2512 .2813 .2869 .2133 .3322 .3378 .3433 .3737 .38 .3862 .3156 .3551 .3433 .3862 .3322 .3737 .3156 .3551 .42 .49 .29 .34 .40 .41 .43 .25 .20	9	4 62
Railway No. 2, . . . . .	.30	-	63	Helpers, second class (Sundays and holidays), . . . . .	.25 .24.00 .25.00 .21.00 .2878 .3238 .2544 .255 .2862 .2869 .2233 .25 .255 .2512 .2813 .2869 .2133 .3322 .3378 .3433 .3737 .38 .3862 .3156 .3551 .3433 .3862 .3322 .3737 .3156 .3551 .42 .49 .29 .34 .40 .41 .43 .25 .20	9	4 62
<b>Drillmen.</b>				<b>Linemen, first class,<sup>6</sup></b> . . . . .	.25 .24.00 .25.00 .21.00 .2878 .3238 .2544 .255 .2862 .2869 .2233 .25 .255 .2512 .2813 .2869 .2133 .3322 .3378 .3433 .3737 .38 .3862 .3156 .3551 .3433 .3862 .3322 .3737 .3156 .3551 .42 .49 .29 .34 .40 .41 .43 .25 .20	9	4 62
Railway No. 18 (car house), <sup>2</sup>	{ 2.00 2.925	9	-	Linemen, first class (Sundays and holidays), . . . . .	.25 .24.00 .25.00 .21.00 .2878 .3238 .2544 .255 .2862 .2869 .2233 .25 .255 .2512 .2813 .2869 .2133 .3322 .3378 .3433 .3737 .38 .3862 .3156 .3551 .3433 .3862 .3322 .3737 .3156 .3551 .42 .49 .29 .34 .40 .41 .43 .25 .20	9	4 62
<b>Electricians.</b>				Linemen, second class, . . . . .	.25 .24.00 .25.00 .21.00 .2878 .3238 .2544 .255 .2862 .2869 .2233 .25 .255 .2512 .2813 .2869 .2133 .3322 .3378 .3433 .3737 .38 .3862 .3156 .3551 .3433 .3862 .3322 .3737 .3156 .3551 .42 .49 .29 .34 .40 .41 .43 .25 .20	9	4 62
Railway No. 1 (foremen), .	{ 3 2.915- 3.295	9	54	Linemen, second class (Sundays and holidays), . . . . .	.25 .24.00 .25.00 .21.00 .2878 .3238 .2544 .255 .2862 .2869 .2233 .25 .255 .2512 .2813 .2869 .2133 .3322 .3378 .3433 .3737 .38 .3862 .3156 .3551 .3433 .3862 .3322 .3737 .3156 .3551 .42 .49 .29 .34 .40 .41 .43 .25 .20	9	4 62
Railway No. 1 (foremen, sub-winding in shop), .	{ 3 3.13- 3.195	9	54	Patrolmen, first class, . . . . .	.25 .24.00 .25.00 .21.00 .2878 .3238 .2544 .255 .2862 .2869 .2233 .25 .255 .2512 .2813 .2869 .2133 .3322 .3378 .3433 .3737 .38 .3862 .3156 .3551 .3433 .3862 .3322 .3737 .3156 .3551 .42 .49 .29 .34 .40 .41 .43 .25 .20	9	4 62
Railway No. 1 (foremen, sub-winding room), .	1 21.70	9	54	Patrolmen, first class (Sundays and holidays), . . . . .	.25 .24.00 .25.00 .21.00 .2878 .3238 .2544 .255 .2862 .2869 .2233 .25 .255 .2512 .2813 .2869 .2133 .3322 .3378 .3433 .3737 .38 .3862 .3156 .3551 .3433 .3862 .3322 .3737 .3156 .3551 .42 .49 .29 .34 .40 .41 .43 .25 .20	9	4 62
Railway No. 1 (power station), .	1 25.00	9	54	Patrolmen, second class, . . . . .	.25 .24.00 .25.00 .21.00 .2878 .3238 .2544 .255 .2862 .2869 .2233 .25 .255 .2512 .2813 .2869 .2133 .3322 .3378 .3433 .3737 .38 .3862 .3156 .3551 .3433 .3862 .3322 .3737 .3156 .3551 .42 .49 .29 .34 .40 .41 .43 .25 .20	9	4 62
Railway No. 4 (power station), . . . . .	{ .3056 .215 .225 .235 .245 .255 .265	9	63	Patrolmen, second class (Sundays and holidays), . . . . .	.25 .24.00 .25.00 .21.00 .2878 .3238 .2544 .255 .2862 .2869 .2233 .25 .255 .2512 .2813 .2869 .2133 .3322 .3378 .3433 .3737 .38 .3862 .3156 .3551 .3433 .3862 .3322 .3737 .3156 .3551 .42 .49 .29 .34 .40 .41 .43 .25 .20	9	4 62
Railway No. 9 (power station), .	{ 21.00 23.00	9	63	Patrolmen, third class, . . . . .	.25 .24.00 .25.00 .21.00 .2878 .3238 .2544 .255 .2862 .2869 .2233 .25 .255 .2512 .2813 .2869 .2133 .3322 .3378 .3433 .3737 .38 .3862 .3156 .3551 .3433 .3862 .3322 .3737 .3156 .3551 .42 .49 .29 .34 .40 .41 .43 .25 .20	9	4 62
Railway No. 10 (foremen), <sup>1</sup> .	{ 21.00 23.00	9	63	Patrolmen, third class (Sundays and holidays), . . . . .	.25 .24.00 .25.00 .21.00 .2878 .3238 .2544 .255 .2862 .2869 .2233 .25 .255 .2512 .2813 .2869 .2133 .3322 .3378 .3433 .3737 .38 .3862 .3156 .3551 .3433 .3862 .3322 .3737 .3156 .3551 .42 .49 .29 .34 .40 .41 .43 .25 .20	9	4 62
Railway No. 13 (power station), .	.40	9	54	Railway No. 2:			
Railway No. 13 (sub-foremen), .	.30	9	54	Cable splicers, . . . . .	.42 .49		50 $\frac{1}{2}$
Railway No. 14 (foremen), .	.282	10	70	Cable and sub-cable men, . . . . .	.29 .34		50 $\frac{1}{2}$
Railway No. 16 (painters), .	{ .2222 .2444	9	62	Foremen, sub-, . . . . .	.40 .41 .43		50 $\frac{1}{2}$
Railway No. 18 (air brake-men), .	{ 2 2.40 2 3.30	9	-	Ground men, . . . . .	.25		50 $\frac{1}{2}$
Railway No. 18 (foremen), .	{ .1667 .1786 .185 .2067	9	54	Ground men (emergency men), . . . . .	.20		84
Railway No. 18 (sub-station attendants), .							

<sup>1</sup> Weekly rate.<sup>2</sup> Daily rate.<sup>3</sup> Minimum and maximum daily rates.<sup>4</sup> Work on Sunday; day consists of one hour less working hours than on the other six days of the week.<sup>5</sup> Minimum daily rate after one year's continuous service, \$2.25 a day.<sup>6</sup> Receive \$0.3322 for first 6 months of service; \$0.3378 for second 6 months of service; \$0.3433 after one year of service.<sup>7</sup> Receive \$0.3737 for first 6 months of service; \$0.3800 for second 6 months of service; \$0.3862 after one year of service.

TABLE 9. CONSTRUCTION, MAINTENANCE AND REPAIR SERVICE—  
CONTINUED.

RAILWAYS AND OCCUPATIONS.	Hourly Rates of Wages	HOURS OF LABOR		RAILWAYS AND OCCUPATIONS.	Hourly Rates of Wages	HOURS OF LABOR	
		Day	Week			Day	Week
<b>Electricians (Linemen)</b> — Con.				<b>Electricians (Wiremen)</b> — Con.			
Railway No. 2 — Con.				Railway No. 1 (sub-foremen), —	\$3.007	9	54
Inspectors, . . . . .	\$0.42	—	50½	Railway No. 2, . . . . .	.30	—	50½
Linemen, . . . . .	.31			Railway No. 2, . . . . .	.34		51
Linemen, . . . . .	.33		50½	Railway No. 2 (inspectors and head wiremen), . . . . .	.35		
Linemen (emergency men), . . . . .	.35			Railway No. 2 (power station), . . . . .	.41	—	50½
Linemen, head, . . . . .	.275		84	Railway No. 4 (inspectors and head wiremen), . . . . .	.34	—	60
Linemen, sub-, . . . . .	.30		84	Railway No. 4 (inspectors and head wiremen), . . . . .	1 22.75	—	70
Tool men, . . . . .	.29		50½	Railway No. 11, . . . . .	.3333	9	—
Railway No. 3:			50½	Railway No. 10, . . . . .	.27.5	9	2 62
Groundmen, . . . . .	.22	10	70	Railway No. 18, . . . . .	.20	9	54
Linemen, . . . . .	.275	10	70	Railway No. 18, . . . . .	.225	9	54
Linemen, head, . . . . .	1 22.75	10	70	Railway No. 18, . . . . .	1 27.50	9	54
Linemen (high tension patrol), . . . . .	1 16.15	10	70	Railway No. 18 (inspectors and head wiremen), . . . . .	\$3.25	9	54
Linemen (telephone), . . . . .	1 17.50	10	70				
Railway No. 4, . . . . .	.25			<b>Electricians.</b> (Wiremen's Helpers).			
	.2778	9	63	Railway No. 1, . . . . .	5 2.295-	9	54
	.3056			Railway No. 2, . . . . .	2.49	—	50½
Railway No. 4 (head), . . . . .	.3333	9	63	Railway No. 2, . . . . .	.20		51
Railway No. 5, . . . . .	.25	10	60	Railway No. 4, . . . . .	.23		
Railway No. 6, . . . . .	.25	10	60	Railway No. 4, . . . . .	.25		
Railway No. 6 (head), . . . . .	.40	10	60	Railway No. 16, . . . . .	.28	9	6 62
Railway No. 7, . . . . .	.225			Railway No. 16, . . . . .	2917	9	2 62
	.25	9½	2 65½	Railway No. 18, . . . . .	2.00	9	—
Railway No. 7 (head), . . . . .	1 35.00	9½	2 65½	Railway No. 18, . . . . .	2.25	9	
Railway No. 8, . . . . .	2 2.85	9	54				
Railway No. 8 (foremen), . . . . .	3 3.30	9	54	<b>Elevatormen.</b>			
Railway No. 9, . . . . .	.3167	—	54	Railway No. 2, . . . . .	.215	—	54
Railway No. 9 (groundmen and electricians), . . . . .	.2333	—	54	Railway No. 2, . . . . .	.22		70
Railway No. 9 (head), . . . . .	.3444	—	54	Railway No. 18, . . . . .	3 1.10	9	54
Railway No. 10, . . . . .	.3056	9	54				
	.32			<b>Engineers, Hoisting.</b>			
	.35	9	54	Railway No. 2, . . . . .	.45	—	60
Railway No. 11, . . . . .	.3167	9	—				
Railway No. 11 (head), . . . . .	.3333	9	—	<b>Engineers, Stationary.</b>			
Railway No. 13, . . . . .	.27	9	54	Railway No. 1, . . . . .	5 2.445-	8	56
Railway No. 13 (head), . . . . .	.30	9	54	Railway No. 1 (assistant, power station), . . . . .	3.19	8	56
Railway No. 14, . . . . .	.2222	10	70	Railway No. 1 (chief, power station), . . . . .	5 2.29-	8	56
Railway No. 15, . . . . .	.25	10	60	Railway No. 1 (winding room), . . . . .	2.94	8	56
Railway No. 15 (head), . . . . .	.40	10	60	Railway No. 3 (chief), . . . . .	7 25.00-	8	56
Railway No. 16, . . . . .	2 2.86	9	54	Railway No. 3 (watch), . . . . .	32.00	8	56
Railway No. 16 (foremen), <sup>3</sup> . . . . .	3.00	9	54	Railway No. 4, . . . . .	2.79	9	54
	3.30			Railway No. 4, . . . . .	.41	—	56
Railway No. 16 (groundmen), . . . . .	.1944	9	54	Railway No. 5, . . . . .	.45		
	.2222			Railway No. 5, . . . . .	1 28.00	8	56
Railway No. 17, . . . . .	4 19.5-	9	54	Railway No. 6 (chief), . . . . .	1 22.05	8	56
Railway No. 17 (head), . . . . .	.34	9	63	Railway No. 6 (watch), . . . . .	3 1.15	8	56
Railway No. 18, . . . . .	.36	9	63	Railway No. 7, . . . . .	4 245-	10	70
	.20	9	—	Railway No. 7, . . . . .	.29		
Railway No. 18, <sup>3</sup> . . . . .	.22			Railway No. 7, . . . . .	4 4063-	8	56
	.20	9	—	Railway No. 11, . . . . .	.4375	9	—
	2.20			Railway No. 11, . . . . .	.3167		
	2.35	9	—				
<b>Electricians (Wiremen).</b>							
Railway No. 1, . . . . .	5 2.48-	9	54				
Railway No. 1 (inspectors and head wiremen), . . . . .	2.776						
	5 2.48-	9	54				
	2.776						

<sup>1</sup> Weekly rate.<sup>2</sup> Work on Sunday; day consists of one hour less working hours than on the other six days of the week.<sup>3</sup> Daily rate.<sup>4</sup> Minimum and maximum hourly rates.<sup>5</sup> Minimum and maximum daily rates.<sup>6</sup> On Sundays and holidays receive 9 hours' pay for 8 hours' work.<sup>7</sup> Minimum and maximum weekly rates.

TABLE 9. CONSTRUCTION, MAINTENANCE AND REPAIR SERVICE —  
CONTINUED.

RAILWAYS AND OCCUPATIONS.	Hourly Rates of Wages	HOURS OF LABOR		RAILWAYS AND OCCUPATIONS.	Hourly Rates of Wages	HOURS OF LABOR				
		Day	Week			Day	Week			
<b>Engineers, Stationary</b>										
— Con.										
Railway No. 12 (power station), . . . . .	\$0.2829	10	70	Railway No. 16 (helpers, power station), . . . . .	\$0.245	8	56			
Railway No. 12 (chief, power station), . . . . .	1 28.56	9 <sup>3</sup> / <sub>4</sub>	—	Railway No. 17, . . . . .	1 15.00	8	56			
Railway No. 14, . . . . .	1 21.00	8	56	Railway No. 18, <sup>5</sup> . . . . .	2.20	9	—			
Railway No. 16 (power station), . . . . .	{ .335 .42	8	56	Railway No. 18, <sup>5</sup> . . . . .	2.50					
Railway No. 16 (chief, power station), <sup>1</sup> . . . . .	{ 28.00 34.00	—	—	<b>Foremen.</b>						
Railway No. 17, . . . . .	2 24.00—	12	72	Railway No. 1 (car house), . . . . .	{ 19.33— 23.26	9	7 62			
Railway No. 18, . . . . .	30.00	8	56	Railway No. 1 (car shop), . . . . .	{ 21.70— 22.75	9	54			
Railway No. 18, . . . . .	1 34.00	8	56	Railway No. 1 (power station), . . . . .	{ 2.41— 20.50	8	56			
Railway No. 18, . . . . .	4286	8	56	Railway No. 1 (sub-foremen, car shop), . . . . .	{ 3.10— 3.30	9	54			
<b>Express and Freight Warehousemen.</b>										
Railway No. 1, . . . . .	{ 3 1,1667— 2.295	9	54	Railway No. 3 (car house), . . . . .	{ .275 .25	10	70			
Railway No. 3 (agents), <sup>1</sup> . . . . .	15.00	9	54	Railway No. 4, . . . . .	{ .40 .31	10	70			
Railway No. 3 (clerks), . . . . .	18.00	9	54	Railway No. 5, . . . . .	{ .40 .31	9 <sup>1</sup> / <sub>2</sub>	7 65 <sup>1</sup> / <sub>2</sub>			
Railway No. 3 (messengers), . . . . .	1 9.00	9	54	Railway No. 6, . . . . .	{ .40 .31	10	70			
Railway No. 4, . . . . .	.23	4	—	Railway No. 7, . . . . .	{ .31 .285	—	54			
Railway No. 4, . . . . .	{ 2 8.00— 12.00	10	60	Railway No. 9, . . . . .	{ 19.00 21.00	9	63			
Railway No. 6, . . . . .	6.225—	10	60	Railway No. 10, <sup>1</sup> . . . . .	{ 22.00 23.00	9	63			
Railway No. 15, . . . . .	5.225—	10	60	Railway No. 11 (car house), . . . . .	{ .3889 .275	9	—			
Railway No. 16 (freight handlers), . . . . .	.25	—	Railway No. 13 (car house), . . . . .	{ .275— .35	9	63				
Railway No. 16, . . . . .	.2222	11	66	Railway No. 14 (car house), . . . . .	{ .35 .325	10	70			
Railway No. 18, . . . . .	8 2.00	9	—	Railway No. 15, . . . . .	{ 25.00 30.00	9	70			
<b>Firemen, Stationary.</b>										
Railway No. 1, . . . . .	{ 3 2.29— 2.72	8	56	Railway No. 16 (general), <sup>1</sup> . . . . .	{ 22.00— 24.00	9	—			
Railway No. 1 (car shop), . . . . .	8 2.79	9	54	Railway No. 17, . . . . .	{ 124.00 222.00—	10	70			
Railway No. 1 (winding room), . . . . .	6 2.57	9	54	Railway No. 18, . . . . .	{ 24.00 24.00	9	54			
Railway No. 2, . . . . .	{ .30 .34	—	<b>Harness Makers and Upholsterers.</b>							
Railway No. 2 (car shop), . . . . .	.20	—	Railway No. 1 (harness makers), . . . . .	{ 3 2.71— 2.87	9	54				
Railway No. 3, . . . . .	.275	8	56	Railway No. 1 (upholsterers), . . . . .	{ 3.005	9	54			
Railway No. 4, <sup>6</sup> . . . . .	{ 2.10 2.3625	8	56	Railway No. 2 (harness makers), . . . . .	{ .27 .20	—	70			
Railway No. 5, . . . . .	.20	10	70	Railway No. 2 (trimmers), . . . . .	{ .285 .30	—	51			
Railway No. 7, . . . . .	{ 5 3313— 3438	8	56	Railway No. 3 (upholsterers), . . . . .	{ .2475 .30	10	55			
Railway No. 11, . . . . .	.25	9	—	Railway No. 7 (upholsterers), . . . . .	{ .30 .33	9 <sup>1</sup> / <sub>2</sub>	7 65 <sup>1</sup> / <sub>2</sub>			
Railway No. 12 (power station), . . . . .	.22	10	70	Railway No. 16 (upholsterers), . . . . .	{ 2.50 3.00	9	—			
Railway No. 14, . . . . .	1 16.45	8	56	<b>Helpers.</b>						
Railway No. 16 (power station), . . . . .	{ .225 .255	8	56	Railway No. 1 (car shop), . . . . .	{ 3 2.045— 2.445	9	54			
	.32			Railway No. 1 (winding, car shop), . . . . .	{ 3 1.476— 1.845	9	54			

<sup>1</sup> Weekly rate.<sup>2</sup> Minimum and maximum weekly rates.<sup>3</sup> Minimum and maximum daily rates.<sup>4</sup> Hours vary.<sup>5</sup> Minimum and maximum hourly rates.<sup>6</sup> Daily rate.<sup>7</sup> Work on Sunday; day consists of one hour less working hours than on the other six days of the week.<sup>8</sup> Minimum daily rate and maximum weekly rate.

TABLE 9. CONSTRUCTION, MAINTENANCE AND REPAIR SERVICE—  
CONTINUED.

RAILWAYS AND OCCUPATIONS.	Hourly Rates of Wages	HOURS OF LABOR		RAILWAYS AND OCCUPATIONS.	Hourly Rates of Wages	HOURS OF LABOR					
		Day	Week			Day	Week				
<b>Helpers—Con.</b>											
Railway No. 1 (other), .	{ \$1.9875- 2.453	9	54	Machinists—Con.							
Railway No. 2 (building dept.), .	.24	—	51	Railway No. 2, . . . .	.36 .33	—	{ 51 60				
Railway No. 2 (car shop), .	.20	—	51	Railway No. 4, . . . .	.40 .375						
Railway No. 2 (maintenance dept.), .	.20	—	56	Railway No. 9, . . . .	.35 .2611	9	6 62				
Railway No. 5 (road dept.), .	.20	9	54	Railway No. 10, . . . .	.29	9	58				
Railway No. 6 (road dept.), .	.20	9	54	Railway No. 14, . . . .	.333	10	60				
Railway No. 10, . . . .	.20	9	54	Railway No. 16, . . . .	2 3.025	9	4 62				
Railway No. 14 (car shop), .	.226	10	70	Railway No. 16 (foremen), .	2 28.55	9	—				
Railway No. 15 (road dept.), .	.231	9	54	Railway No. 16 (helpers), .	2 3.025	9	4 62				
Railway No. 18 (car shop), <sup>2</sup>	{ 1.925 2.00 2.20	9	—	Railway No. 17, . . . .	.7 24—	9	54				
Railway No. 18 (wheelmen), .	2 4.75	9	—	Railway No. 18, . . . .	3 24.00	9	54				
<b>Inspectors.</b>											
Railway No. 1, <sup>3</sup> . . . .	{ 18.20 20.65 21.70	9	54	Railway No. 18 <sup>2</sup> . . . .	{ 3.00 3.025	9	54				
Railway No. 12 (foremen), .	{ 3 19.80 2.00 2.05	9	63	<b>Masons.</b>							
Railway No. 16, <sup>2</sup> . . . .	{ 2.35 2.475 2.50	9	4 62	Railway No. 1, . . . .	2 2.41	9	54				
Railway No. 16 (foremen), .	2 2.75	9	4 62	Railway No. 2, . . . .	{ .33 .47	—	{ 51 56				
Railway No. 16 (foremen), <sup>3</sup> .	{ 24.00 28.85	9	—	Railway No. 18, . . . .	{ .2071 .33	9	—				
Railway No. 16 (foremen, assistant), .	{ 3 21.00	9	—	<b>Mechanics.</b>							
<b>Janitors.</b>											
Railway No. 2 (power station), .	.24	—	60	Railway No. 1, . . . .	{ 1 2.25— 2.71 .26	9	54				
Railway No. 16, . . . .	{ 3 15.75	9½	—	Railway No. 2, . . . .	{ .33 .34 .375	—	{ 51 56 60				
<b>Laborers.</b>											
Railway No. 1 (car shop), .	{ 1 2.09— 2.295	9	54	Railway No. 3 (power station), . . . .	.245	9	63				
Railway No. 1 (power station), .	{ 1 1.84— 2.43	8	56	Railway No. 4, . . . .	.2917	9	6 62				
Railway No. 2, . . . .	.215	—	56	Railway No. 11, . . . .	.2778	9	—				
Railway No. 10, . . . .	.2222	9	54	Railway No. 14, . . . .	.30	10	70				
Railway No. 14, . . . .	.2222	10	60	Railway No. 18 (power station), . . . .	.3429	9	63				
Railway No. 17 (power station), .	{ 1 13.00— 15.00	8	56	Railway No. 18 (power station), . . . .	2 2.75	9	63				
Railway No. 18 (power station), . . . .	2 1.925	9	63	<b>Molders.</b>							
<b>Machinists.</b>											
Railway No. 1, . . . .	{ 1 2.4875— 2.916	9	54	Railway No. 4, . . . .	.2917	9	6 62				
Railway No. 1 (helpers), .	{ 1 2.34— 2.45	9	54	<b>Oilers.</b>							
Railway No. 1 (sub-foremen), .	{ 1 3.13— 3.24	9	54	Railway No. 1 (car), . . . .	{ 1 2.115— 2.445	9	54				
				Railway No. 1 (power station), . . . .	1 2.16—	8	56				
				Railway No. 1 (track), . . . .	{ 2.29 1 2.00— 2.295 .275	9	54				
				Railway No. 2 (car), . . . .	{ .30 .305	—	56				

<sup>1</sup> Minimum and maximum daily rates.<sup>2</sup> Daily rate.<sup>3</sup> Weekly rate.<sup>4</sup> Work on Sunday; day consists of one hour less working hours than on the other six days of the week.<sup>5</sup> Minimum and maximum weekly rates.<sup>6</sup> On Sundays and holidays receive 9 hours' pay for 8 hours' work.<sup>7</sup> Minimum and maximum hourly rates.

TABLE 9. CONSTRUCTION, MAINTENANCE AND REPAIR SERVICE —  
CONTINUED.

RAILWAYS AND OCCUPATIONS.	Hourly Rates of Wages	HOURS OF LABOR		RAILWAYS AND OCCUPATIONS.	Hourly Rates of Wages	HOURS OF LABOR					
		Day	Week			Day	Week				
<b>Oilers — Con.</b>											
Railway No. 3 (track), .	\$0.175	10	70	Railway No. 16, <sup>2</sup> . . .	\$2.50						
Railway No. 4 (car), .	.28	9	1 62	Railway No. 16 . . .	2.75						
Railway No. 4 (power station), <sup>2</sup>	{ 2.40	8	56	Railway No. 16 (foremen), .	3.025						
Railway No. 4 (track), .	2.70			Railway No. 17, . . .	{ 26.00	9	—				
Railway No. 5 (track), .	.17	10	70	Railway No. 17 . . .	{ 4.20						
Railway No. 6 (track), .	.20	10	70	Railway No. 18, . . .	{ .40	9	63				
Railway No. 7 (track), .	.20	10	70	Railway No. 18 . . .	{ 24.00	9	63				
Railway No. 7 (power station), .	.2938	8	56	Railway No. 18, <sup>2</sup> . . .	{ 2.50						
Railway No. 8 (track), .	2 1.75	9	3 62	Railway No. 18 . . .	2.75						
Railway No. 9 (track), .	.2056	—	62	Railway No. 18, <sup>2</sup> . . .	3.025						
Railway No. 10 (track), .	{ .175	—	68	<b>Painters — Con.</b>							
Railway No. 10 (track), .	.23			Railway No. 16, . . .	\$2.50						
Railway No. 11 (track), .	.25			Railway No. 16 (foremen), .	3.00						
Railway No. 12 (track), .	2 1.75	9	3 62	Railway No. 16 . . .	.41						
Railway No. 14 (car), .	.205	12	84	Railway No. 16 . . .	{ .275						
Railway No. 14 (track), .	.205	10	70	Railway No. 16 . . .	.29						
Railway No. 15 (track), .	.20	10	70	<b>Pavers.</b>							
Railway No. 16 (car), <sup>2</sup> .	{ 2.00	9	3 62	Railway No. 1, . . .	{ 2.50	9	54				
Railway No. 16 (car), <sup>2</sup> .	2.10			Railway No. 2, . . .	{ 3.00						
Railway No. 16 (car), <sup>2</sup> .	2.25	9	3 62	Railway No. 10, . . .	{ .41						
Railway No. 16 (power station), .	2.45	8	56	Railway No. 10, . . .	{ .275						
Railway No. 16 (track), <sup>2</sup> .	2.00	9	3 62	Railway No. 10, . . .	.29						
Railway No. 17 (track), .	2.20	9	63	<b>Pipers.</b>							
Railway No. 17 (track), .	4 175	9	63	Railway No. 16, . . .	\$25.00	9	—				
Railway No. 18 (car), .	.21	9	—	Railway No. 16 (helpers), .	.30	9	3 62				
Railway No. 18 (track), <sup>2</sup> .	{ 2.10	9	—	<b>Pitmen.</b>							
Railway No. 18 (track), <sup>2</sup> .	1.75	9	—	Railway No. 1 (car house), .	{ 2.21	9	3 62				
Railway No. 18 (track), <sup>2</sup> .	1.925	9	—	Railway No. 1 (car house), .	3.02						
<b>Painters.</b>											
Railway No. 1, . . .	{ 2.34	9	54	Railway No. 1 (car shop), .	{ 2.25	9	54				
Railway No. 1 (helpers, car shop), .	2.99			Railway No. 1 (freight), .	{ 2.71						
Railway No. 2, . . .	{ 2.043	9	54	Railway No. 2, . . .	{ 17.10	9	54				
Railway No. 2, . . .	2.295	—	{ 51	Railway No. 2, . . .	.23						
Railway No. 2, . . .	.265		{ 54	Railway No. 2, . . .	.27						
Railway No. 3, . . .	.295			Railway No. 2, . . .	.29						
Railway No. 3, . . .	.325			Railway No. 2, . . .	.22						
Railway No. 3, . . .	.25	10	55	Railway No. 3, . . .	.225						
Railway No. 3 (foremen), .	.275			Railway No. 3, . . .	.2425	10	55				
Railway No. 3 (helpers), .	.305	10	55	Railway No. 3, . . .	.25						
Railway No. 4, . . .	.19	10	55	Railway No. 4, . . .	.275						
Railway No. 4, . . .	.2333	9	54	Railway No. 4, . . .	.25						
Railway No. 6, . . .	{ 4.225	9	54	Railway No. 4, . . .	.3056						
Railway No. 6, . . .	.30			Railway No. 4, . . .	.20						
Railway No. 6, . . .	.20			Railway No. 4, . . .	.225						
Railway No. 7, . . .	.225	9 1/2	3 65 1/2	Railway No. 7, . . .	.235						
Railway No. 7, . . .	.285			Railway No. 7, . . .	.285						
Railway No. 9, . . .	{ 4.2333	—	54	Railway No. 7, . . .	.33						
Railway No. 9, . . .	.3333			Railway No. 9, . . .	{ 2056						
Railway No. 9, . . .	.15			Railway No. 9, . . .	.2722						
Railway No. 10, . . .	.22			Railway No. 9, . . .	.23						
Railway No. 10, . . .	.23	9	54	Railway No. 10, . . .	.26						
Railway No. 10, . . .	.26			Railway No. 10, . . .	.28						
Railway No. 10, . . .	.29			Railway No. 10, . . .	.29						
Railway No. 11, . . .	.25	9	—	Railway No. 10, . . .	.220	9	3 62				
Railway No. 14, . . .	{ 4.20	10	60	Railway No. 12, <sup>2</sup> . . .	{ 2.475						
Railway No. 14, . . .	.333			Railway No. 12, <sup>2</sup> . . .	.226						

<sup>1</sup> On Sundays and holidays receive 9 hours' pay for 8 hours' work.<sup>2</sup> Daily rate.<sup>3</sup> Work on Sunday; day consists of one hour less working hours than on the other six days of the week.<sup>4</sup> Minimum and maximum hourly rates.<sup>5</sup> Minimum and maximum daily rates.<sup>6</sup> Weekly rate.

TABLE 9. CONSTRUCTION, MAINTENANCE AND REPAIR SERVICE —  
CONTINUED.

RAILWAYS AND OCCUPATIONS.	Hourly Rates of Wages	HOURS OF LABOR		RAILWAYS AND OCCUPATIONS.	Hourly Rates of Wages	HOURS OF LABOR					
		Day	Week			Day	Week				
<b>Porters.</b>											
Railway No. 1, . . . .	{ <sup>1</sup> \$10.00- 14.23	9	54	Railway No. 1 (power station), . . . .	{ <sup>3</sup> \$2.29- 2.66	8	56				
Railway No. 2, . . . .	.17	-	70	Railway No. 4 (headlight), . . . .	.23	9	<sup>5</sup> 62				
Railway No. 18, . . . .	<sup>2</sup> 2.00	9	-	Railway No. 4 (power station), <sup>2</sup> . . . .	{ <sup>2</sup> 2.00- 2.40	9	63				
<b>Power Stationmen.</b>											
<i>Cleaners.</i>											
Railway No. 1, . . . .	{ <sup>3</sup> 1.84- 2.43	8	56	Railway No. 20 (power station), . . . .	{ <sup>2</sup> .215- .245	8	56				
Railway No. 2, . . . .	.20	-	60		{ <sup>.355</sup>	9	63				
Railway No. 18, . . . .	.20	9	-	<b>Repairmen.</b>							
<i>Coal Handlers.</i>								<b>Roofers.</b>			
Railway No. 1, . . . .	{ <sup>3</sup> 1.84- 2.43	8	56	Railway No. 2, . . . .	{ <sup>.27</sup>	.32	-				
Railway No. 2, . . . .	.21	-	63		{ <sup>.335</sup>	.36	51				
Railway No. 3, . . . .	.1925	10	70	<b>Seamstresses.</b>							
Railway No. 4, . . . .	.21	9	63	Railway No. 1, . . . .	<sup>2</sup> 2.295	9	54				
Railway No. 7, . . . .	.2813	9 <sup>1</sup> <sub>2</sub>	<sup>4</sup> 65 <sup>1</sup> <sub>2</sub>	<b>Signalmen and Interlockers.</b>							
Railway No. 11, . . . .	.2222	9	-	Railway No. 2 (constructors), . . . .	.28	-	63				
Railway No. 12 (coal and ashes handlers), . . . .	.1833	9	63	Railway No. 2 (interlocker maintainers), . . . .	{ <sup>.33</sup>	.38	<sup>66</sup> <sub>1</sub> <sup>2</sup>				
Railway No. 14, . . . .	<sup>5</sup> 15.05	10	70	Railway No. 2 (signal, light, and escalator maintainers), . . . .	{ <sup>.32</sup>	.35	-				
Railway No. 16 (coal and ashes handlers), . . . .	{ <sup>.195</sup>	9	63	Railway No. 4 (signal, light, and escalator maintainers), . . . .	.2778	9	63				
	.215			<b>Stablemen and Hostlers.</b>							
	.25			Railway No. 1, . . . .	{ <sup>3</sup> 2.00- 2.295	9	54				
Railway No. 17, . . . .	{ <sup>1</sup> 13.00- 15.00	8	56	Railway No. 2 (road dept.), . . . .	.19	-	64				
Railway No. 18, . . . .	.2405	10	70	Railway No. 2 (wires and conduits dept.), . . . .	{ <sup>.19</sup>	.21	70				
<i>Conveyormen.</i>				Railway No. 2 (other), . . . .	.19	-	70				
Railway No. 1, . . . .	{ <sup>3</sup> 1.84- 2.43	8	56	Railway No. 10, . . . .	<sup>5</sup> 14.00	9	63				
Railway No. 2, . . . .	.24	-	60	Railway No. 14, . . . .	.2222	8	<sup>8</sup> -				
Railway No. 17, . . . .	{ <sup>1</sup> 13.00- 15.00	8	56	Railway No. 17, . . . .	.225	9	63				
Railway No. 18, . . . .	.2357	10	70	Railway No. 18, . . . .	<sup>2</sup> 2.20	9	63				
<i>Gripmen.</i>								<b>Steamfitters.</b>			
Railway No. 2, . . . .	.24	-	60	Railway No. 1, . . . .	{ <sup>3</sup> 2.71- 3.13	9	54				
<i>Helpers.</i>					{ <sup>.33</sup>	.40	56				
Railway No. 1, . . . .	{ <sup>1</sup> 1.84- 2.43	8	56	Railway No. 18, <sup>2</sup> . . . .	{ <sup>2.25</sup>	.275	-				
Railway No. 2, . . . .	.23	-	60	<b>Structural Iron Workers.</b>							
Railway No. 4, . . . .	.24	9	63	Railway No. 2 (brigemen), . . . .	.48	-	48				
Railway No. 17, . . . .	{ <sup>1</sup> 13.00- 15.00	8	56	Railway No. 18 (iron workers), . . . .	.30	9	-				
<i>Pumpmen.</i>								<b>Structural Iron Workers.</b>			
Railway No. 2, . . . .	.26	-	{ <sup>56</sup>	Railway No. 2 (brigemen), . . . .	.48	-	48				
Railway No. 17, . . . .	{ <sup>1</sup> 13.00- 15.00	10	70	Railway No. 18 (iron workers), . . . .	.30	9	-				

<sup>1</sup> Minimum and maximum weekly rates.<sup>2</sup> Daily rate.<sup>3</sup> Minimum and maximum daily rates.<sup>4</sup> Work on Sunday; day consists of one hour less working hours than on the other six days of the week.<sup>5</sup> Weekly rate.<sup>6</sup> On Sundays and holidays receive 9 hours' pay for 8 hours' work.<sup>7</sup> Minimum and maximum hourly rates.<sup>8</sup> Work two hours daily at this occupation.

TABLE 9. CONSTRUCTION, MAINTENANCE AND REPAIR SERVICE —  
CONTINUED.

RAILWAYS AND OCCUPATIONS.	Hourly Rates of Wages	HOURS OF LABOR		RAILWAYS AND OCCUPATIONS.	Hourly Rates of Wages	HOURS OF LABOR	
		Day	Week			Day	Week
<b>Sub-Station Operators.</b>							
Railway No. 1, . . . .	{ <sup>1</sup> \$2.29- 2.43	8	56	Railway No. 2, <sup>3</sup>			
Railway No. 3, <sup>2</sup> . . . .	{ 14.00 16.00	10	70	First and second tricks (right hand), . . . .	\$0.40	8	-
Railway No. 4, . . . .	<sup>2</sup> 18.50	-	84	Third trick (right hand), . . . .	.39	8	-
Railway No. 8, . . . .	.22	12	<sup>3</sup> 72	Relief towermen, . . . .	.40	{ 8- 9½ }	-
Railway No. 11, . . . .	.2778	9	-	Towermen (operating only during hours of train op- eration), . . . .	.30	9½	-
Railway No. 18, . . . .	{ .1667 .1833	12	-	Towermen's assistants (left hand and split trick), . . . .	.35	8½	-
Railway No. 18, <sup>2</sup> . . . .	{ 14.75 16.00	12	-				
Railway No. 18, . . . .	42.50	12	-				
<b>Sweepers and Lamp-trimmers.</b>							
Railway No. 1, . . . .	{ <sup>1</sup> 1.92- 2.295	9	56	<b>Track Cleaners.</b>			
Railway No. 1, . . . .	{ 62.29- 17.62	8	56	Railway No. 1, . . . .	{ <sup>1</sup> 2.00- 2.295	9	54
	.28			Railway No. 2, . . . .	.22	-	64
Railway No. 2, . . . .	{ .30 .32	-	56	Railway No. 3, . . . .	.175	10	70
	.35						
Railway No. 18, . . . .	{ .38 213.00	9	-	<b>Trackmen.</b>			
Railway No. 18, . . . .	.15	9	-	Railway No. 1, . . . .	{ <sup>1</sup> 1.75- 2.295	9	54
				Railway No. 1 (foremen), . . . .	{ <sup>9</sup> 15.00- 18.50	9	54
<b>Switchboard Operators.</b>				Railway No. 1 (foremen, sub-), . . . .	.42.97	9	54
Railway No. 1, . . . .	{ <sup>6</sup> 2.29- 17.62	8	56	Railway No. 1 (rammers), . . . .	{ <sup>1</sup> 1.75- 2.00	9	54
	.28				.225		
Railway No. 2, . . . .	{ .30 .32	-	56	Railway No. 2, . . . .	.245	-	56
	.35				.25		
Railway No. 18, . . . .	{ .38 213.00	9	-	Railway No. 2, . . . .	.27	-	48
Railway No. 18, . . . .	.15	9	-		.30		
<b>Switchmen.</b>				Railway No. 2 (foremen, sub-), . . . .	.325	-	56
Railway No. 1, . . . .	{ <sup>1</sup> 1.75- 2.295	9	54		.375		
Railway No. 2, . . . .	{ <sup>2</sup> 11.90	-	63		.43		
Railway No. 18, . . . .	.10	-	-	Railway No. 2 (foremen, sub-), . . . .	.355	-	48
<b>Teamsters.</b>				Railway No. 2 (foremen, sub-), . . . .	.41		
Railway No. 1 (road dept.), .	42.295	9	54	Railway No. 8, <sup>4</sup> . . . .	1.75		
Railway No. 1 (wires and con- duits dept.), .	{ 12.457- 2.544	9	54	Railway No. 8 (foremen), . . . .	1.925	9	54
Railway No. 1 (yard crew), .	42.322	9	54	Railway No. 8, . . . .	2.20		
Railway No. 2 (building dept.), . . . .	.25	-	51	Railway No. 12, <sup>4</sup> . . . .	2.20		
Railway No. 2 (road dept.), .	{ .22	-	56	Railway No. 12 (foremen), . . . .	1.75	9	54
Railway No. 2 (wires and con- duits dept.), . . . .	.25	-	50½	Railway No. 12 (foremen), . . . .	1.925		
Railway No. 2 (yard crew), .	{ .22	-	54	Railway No. 16, <sup>4</sup> . . . .	2.20		
Railway No. 16 (building dept.), . . . .	42.20	9	56		2.25		
Railway No. 17 (building dept.), . . . .	{ 7.195- .225	9	54		2.40		
Railway No. 18 (road dept.), .	42.20	-	-	Railway No. 16 (foremen), . . . .	2.75		
Railway No. 18 (wires and conduits dept.), . . . .	42.20	-	-		3.00		
					3.025		
					3.40		

<sup>1</sup> Minimum and maximum daily rates.<sup>2</sup> Weekly rate.<sup>3</sup> Work 72 hours a week; receive pay for 84 hours.<sup>4</sup> Daily rate.<sup>5</sup> Work on Sunday; day consists of one hour less working hours than on the other six days of the week.<sup>6</sup> Minimum daily rate and maximum weekly rate.<sup>7</sup> Minimum and maximum hourly rates.<sup>8</sup> Towermen when required to "break in" or instruct men in tower service are paid 2½ cents an hour in addition to regular wages.<sup>9</sup> Minimum and maximum weekly rates.

TABLE 9. CONSTRUCTION, MAINTENANCE AND REPAIR SERVICE — CONCLUDED.

RAILWAYS AND OCCUPATIONS.	Hourly Rates of Wages	HOURS OF LABOR		RAILWAYS AND OCCUPATIONS.	Hourly Rates of Wages	HOURS OF LABOR	
		Day	Week			Day	Week
<b>Trackmen — Con.</b>							
Railway No. 16 (foremen, sub-), <sup>1</sup>	\$1.75			Railway No. 16 (foremen, sub-), . . . . .	\$2.60	9	\$62
	2.00	9	54		2.00		
	2.25			Railway No. 16 (helpers), <sup>1</sup> . . . . .	2.10	9	\$62
Railway No. 16 (watchmen), <sup>1</sup>	1.75	9	62		2.20		
	2.00	10	70	Railway No. 16 (wheel fitters), . . . . .	3.00	9	\$62
Railway No. 16 (water boys),	1.125	9	54	Railway No. 16 (wheel press-men), . . . . .	2.25	9	\$62
Railway No. 18 (laborers), <sup>1</sup>	2.00	9	54	Railway No. 18, . . . . .	2.00	9	63
	2.20			Railway No. 18 (foremen), . . . . .	24.00	9	63
	.165			Railway No. 18 (foremen, sub-), <sup>1</sup> . . . . .	2.475	9	63
	.175				2.75		
Railway No. 18 (laborers), . . . . .	.20	9	54	<b>Watchmen.</b>			
	.22			Railway No. 1 (day), . . . . .	2.346	9	\$62
	.225			Railway No. 1 (night), . . . . .	1.82	9	\$62
Railway No. 18 (laborers, foremen), <sup>2</sup> . . . . .	.25				.69		
	18.00			Railway No. 2, <sup>2</sup> . . . . .	12.00		62
	21.00	9	63		13.00		63
	21.17				15.00		70
Railway No. 18 (laborers, foremen), <sup>1</sup> . . . . .	2.50	9	63	Railway No. 3 (night), . . . . .	.165	10	70
	2.75			Railway No. 4, . . . . .	16.54		84
	3.00			Railway No. 11 (night), . . . . .	.25	9	—
<b>Trolleymen.</b>				Railway No. 12, . . . . .	2.475	12	84
Railway No. 2, . . . . .	.23	—	54	Railway No. 16, . . . . .	2.20	9	\$62
Railway No. 18, . . . . .	.175	9	—	Railway No. 17 (night), . . . . .	14.00	10	70
<b>Truckmen.</b>				Railway No. 18 (night), <sup>1</sup> . . . . .	1.75		
Railway No. 1, . . . . .	\$2.25	9	54		2.00		
	2.71			<b>Water Tenders.</b>			
Railway No. 1 (foremen, sub-), . . . . .	\$2.853	9	54	Railway No. 16 (power station), . . . . .	.34	8	56
	3.195						
Railway No. 4, . . . . .	.25			<b>Yard Crews.</b>			
	.2625	9	62	Railway No. 2, . . . . .	.215		
Railway No. 16, . . . . .	12.475	9	62				
Railway No. 16 (foremen), . . . . .	28.85	9	—				

<sup>1</sup> Daily rate.<sup>2</sup> Weekly rate.<sup>3</sup> Minimum and maximum daily rates.<sup>4</sup> On Sundays and holidays receive 9 hours' pay for 8 hours' work.<sup>5</sup> Work on Sunday; day consists of one hour less working hours than on the other six days of the week.

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# PUBLICATIONS OF THE BUREAU OF STATISTICS

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## I. REPORT ON THE STATISTICS OF LABOR.

(Public Document No. 15.)

The first Annual Report on the Statistics of Labor was published in 1870, the first Labor Bulletin in 1897, and Special Reports have been issued from time to time as occasion required. Beginning with the year 1913 all of these several publications of the Labor Division of the Bureau have been styled "Labor Bulletins", and a certain number of copies have been set aside for binding and publication at the end of the year under the title of the "Annual Report on the Statistics of Labor." The Labor Bulletins are numbered consecutively as issued, and each number contains matter devoted to one subject, concerning labor or the condition of the wage-earning population or questions of economic or social interest.

A list of the Bulletins issued since January 1, 1915, will be found below, any of which will be mailed to applicants upon request. Persons or organizations desiring to receive the Labor Bulletins as issued will be entered on our mailing list upon making application, and exchanges with publications having reference to industrial and social matters will be gladly made.

*(A list of the Reports and Bulletins issued prior to January 1, 1915, will be furnished on application.)*

No. 104, February 1, 1915. Handbook of Labor Laws, 1914.  
No. 105, March 1, 1915. Sixth Annual Report on Labor Organizations, 1913.  
No. 106, April 1, 1915. Fourteenth Annual Directory of Labor Organizations, 1915.  
No. 107, May 1, 1915. Union Scale of Wages and Hours of Labor in Massachusetts, 1914.  
No. 108, June 1, 1915. Immigrant Aliens Destined for and Emigrant Aliens Departed from Massachusetts, 1914.  
No. 109, July 1, 1915. Wages and Hours of Labor in the Manufacture of Paper Products in Massachusetts.  
No. 110, August 1, 1915. Labor Legislation in Massachusetts, 1915.  
No. 111, September 1, 1915. Labor Bibliography, 1914.  
No. 112, November 1, 1915. Seventh Annual Report on Labor Organizations, 1914.  
No. 113, March 1, 1916. Fifteenth Annual Directory of Labor Organizations, 1916.

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## II. REPORT ON UNEMPLOYMENT OF ORGANIZED WAGE-EARNERS.

The first Quarterly Report on Unemployment of Organized Wage-Earners was published in May, 1908. A few reports for the following quarters are still available for distribution, and will be sent to any address upon application.

1913 — June 30; September 30; December 31.  
1914 — March 31; June 30; September 30; December 31.  
1915 — March 31; June 30; September 30; December 31.

Annual summaries were published in the Annual Reports on Labor Organizations of which the following are still available for distribution: 1912, 1913, 1914. Persons or organizations desiring to receive copies of these reports will be placed upon the mailing list upon making application.

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## III. REPORT ON THE STATISTICS OF MANUFACTURES.

(Public Document No. 36.)

The First Annual Report on the Statistics of Manufactures was published in 1886. Each report issued prior to 1907 contained comparisons for identical establishments, between two or more years, as to Capital Devoted to Production, Stock and Materials Used, Goods Made, Persons Employed, Wages Paid, and Time in Operation. Beginning with 1907 the comparisons for identical establishments were omitted, and all returns made to the Bureau were included in the tabulations. The Thirtieth Annual Report covering the year 1915 is now being compiled.

## IV. REPORT ON THE STATISTICS OF MUNICIPAL FINANCES.

(Public Document No. 79.)

The first report on the Statistics of Municipal Finances was issued in September, 1908, and covered municipal fiscal years ending between November 30, 1906, and April 1, 1907. The reports for this and for later years contain tabular presentations showing the Cost of Municipal Government in Massachusetts; Summarized Statement of All Receipts and Payments, together with Analysis Tables and Definitions of Terms intended to promote uniformity in accounting and presentation of municipal reports. The first and second reports are now out of print. The eighth annual report covers municipal fiscal years ending between November 30, 1913, and April 1, 1914. Any of the reports now in print will be sent upon application.

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## V. THE MUNICIPAL BULLETIN.

These Bulletins contain matter relating to municipal affairs, especially finances, and are intended to promote a sound and efficient administration of city and town government in Massachusetts. That indicated by an asterisk (\*) is now out of print; those which remain in print will be mailed upon application.

**No. 1. January, 1910.** A Uniform Classification of Municipal Receipts and Payments Prescribed for the Cities and Towns of Massachusetts as a Basis for a Standard System of Accounts and Reports.

**\*No. 2. July, 1910.** Recent Legislation relative to Town Finances and Municipal Accounts. (Superseded by Bulletin No. 7.)

**No. 3. January, 1911.** The Issue and Certification of Town Notes Under the Provisions of Chapter 616 of the Acts of 1910.

**No. 4. March, 1911.** Outstanding Indebtedness of Certain Cities and Towns of Massachusetts Against which no Sinking Funds are being Accumulated or for the Extinguishment of which no Annual Payments of Principal are being made.

**No. 5. July, 1913.** Laws relating to Municipal Finances, including the Municipal Indebtedness Act of 1913, the Acts requiring the Certification of Town and District Notes, providing for the Auditing of Accounts, and the Installation of Accounting Systems by the Bureau of Statistics, making of Annual Returns of Financial Transactions, etc. (Superseded by Bulletin No. 7.)

**No. 6. July, 1914.** Laws relating to Municipal Finances with amendments of 1914. (Superseded by Bulletin No. 7.)

**No. 7. July, 1915.** Laws relating to Municipal Finances with amendments of 1914 and 1915. (Superseded by Bulletins Nos. 2, 5 and 6.)

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## VI. REPORT ON THE STATE FREE EMPLOYMENT OFFICES.

(Public Document No. 80.)

Free employment offices are maintained under the jurisdiction of this Bureau in Boston, Springfield, Fall River, and Worcester. The first Annual Report on the State Free Employment Offices was published in 1907. The annual reports contain statistical tables and descriptive matter relative to the work of the offices, and, with the exception of the 1st and 4th (out of print), will be sent upon application. The Ninth Annual Report was issued in January, 1916, and covered the year ending November 30, 1915.

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## VII. SPECIAL REPORTS.

Special reports, except those indicated by an asterisk (\*), which are now out of print, will be mailed upon application.

**\*January 4, 1911.** A Special Report on the Cost of Retirement Systems for State and County Employees in Massachusetts.

**\*January 6, 1911.** The Population of Massachusetts as Determined by the Thirteenth Census of the United States, 1910.

**April 15, 1912.** Report of a Special Investigation relative to the Indebtedness of the Cities and Towns of the Commonwealth.

**March 5, 1913.** Report of a Special Investigation relative to the Sinking Funds and Serial Loans of the Cities and Towns of the Commonwealth.

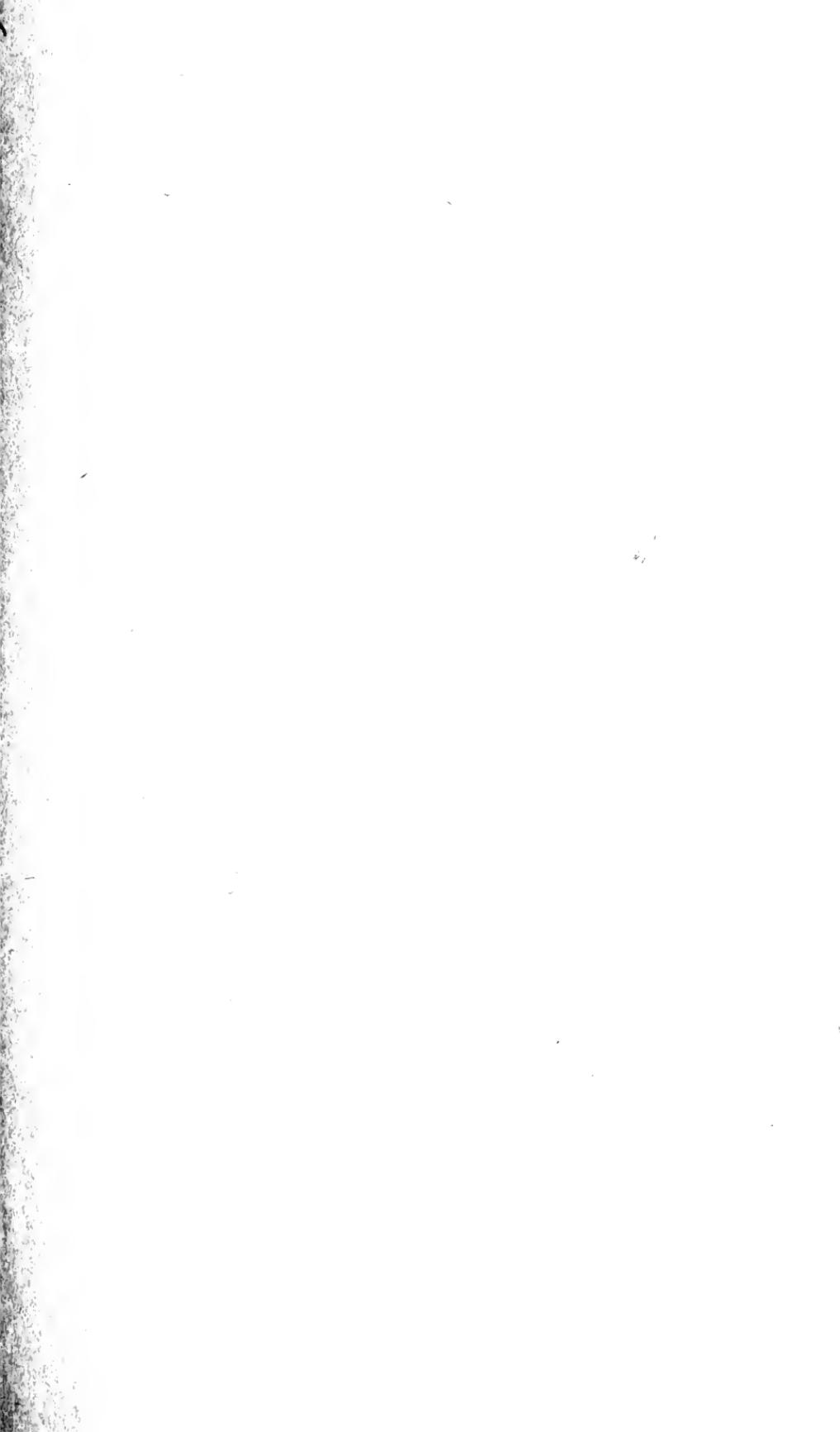
**August 1, 1913.** A Directory of Massachusetts Manufactures, 1913.

**August 1, 1914.** Report on Power Laundries in Massachusetts, 1913.

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## VIII. THE DECENTNIAL CENSUS.

The Decennial Census of the Commonwealth for 1905 was published complete in four volumes, now out of print. The Decennial Census for 1915 was taken as of the date April 1, 1915, and the returns are now being tabulated.





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